94 00907

Carlsbad

General Plan

Approved by

PLANNING COMMISSION
April 20, 1994
Resolution No. 3631

Adopted by

CARLSBAD CITY COUNCIL
9/6/94
Resolution No. 94-246

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Carlsbad General Plan

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NOISE ELEMENT	Yellow
HOUSING ELEMENT	Gold
OPEN SPACE AND CONSERVATION ELEMENT	Green
PUBLIC SAFETY	Blue
PARKS AND RECREATION ELEMENT	Pink
ARTS ELEMENT	Cherry

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Vision and Introduction

Heritage Hall was built in 1926 to house the congregation of St. Patrick's Church at the southeast corner of Harding Street and Oak Avenue. In 1952 the church was moved across the street where it became the City's first administrative offices. Over the next few years it served as home to the City Manager, City Council, Police Department and Fire Department, and as a County branch library. As new City offices were constructed and City departments moved out, use of the building changed from that of City Hall, to the City library, to the children's library, to a studio for the North County Ballet. Finally, in 1979 the sturdy little structure was slated for demolition to make way for a parking lot; however, it was rescued from demolition by a coalition consisting of Friends of the Library, the Carlsbad Historical Society and volunteer building tradesmen who arranged for it to be moved to Magee Historical Park. With only minor repairs, the old church once again became a public meeting place.

Note: Information derived in part from SEEKERS OF THE SPRING, by Marjorie Howard-Jones.

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I. CARLSBAD - THE VISION

A City which provides a balanced variety of land uses for living, business, employment, recreation, and open space opportunities.

A City which offers safe, attractive residential areas with a wide range of housing types, styles, and price levels in a variety of locations.

A City which balances the diverse living, playing, and working needs and services of the four sub-communities within the City.

A City which provides adequate public facilities to preserve the quality of life of its residents.

A City which provides a diversified, comprehensive park system that offers a wide variety of recreational activities and park facilities.

A City where travel is safe and easily accommodated whether it be by mass transit, in an automobile, on a bicycle or as a pedestrian.

A City committed to the economic growth of progressive commercial and industrial businesses to serve the employment, shopping, recreation, and service needs of its residents.

A City which recognizes the value of its unique ecological position as a coastal city of beaches, fragile lagoons, and unspoiled canyons; which has taken steps to conserve the quality and quantity of its air, water, land and biological resources.

A City which recognizes its own history; which has preserved and integrated that history in a variety of residential and commercial neighborhoods.

A City which recognizes its role as a participant in the solution of regional issues.

II. INTRODUCING CARLSBAD

The City of Carlsbad is a coastal community located in the northwestern corner of San Diego County, California, approximately 35 miles north of downtown San Diego and approximately 90 miles south of downtown Los Angeles. It shares borders with the incorporated cities of Oceanside, Vista, San Marcos, and Encinitas and a small unincorporated area of the County of San Diego (See Map 1 - "Regional Location" and Map 2 - "City Boundaries").

The City first developed around the turn of the century as a rail stop on the southern side of the Buena Vista Lagoon, taking its name from Karlsbad, Bavaria, because of the quality of the mineral waters found in both cities. From its inception, until well after incorporation as a general law city in 1952, Carlsbad existed as a quaint village-by-the-sea. However, following a series of annexations begun in the 1960s the City began to grow gradually in area and population. From its original 7.5 square miles and 7,000 people, the City grew to its current 42.2 square miles and approximately 65,700 people (as of January 1992). All lands within the City's official, state-approved "sphere of influence", including all unincorporated "county islands", have now been annexed, with the likely result that Carlsbad's incorporated area will not grow appreciably in the future. As the current boundaries are now likely to be the City's ultimate boundaries, future growth will occur only from within.

As of 1993, a little over half of the City had been developed. Another quarter of the City is in various stages of planning, thus setting the stage for additional near- and mid-term development. Since 1986 Carlsbad has been a "growth management" city in which the major public facilities are being carefully planned, financed, and their capacities sized to serve a targeted ultimate population and number of residential units (see the Land Use Element for more information on facilities planning and growth management).

In addition to the original village (now an active Redevelopment Area), the City now includes an internationally noted resort and surrounding residential neighborhoods, the most active general aviation airport in San Diego County, a 2,000+-acre campus-industrial corridor (providing over 4 million square feet of light and general industrial uses), a million-plus square feet regional shopping mall, and a major auto mall (with over 20 dealerships). As of 1992 the assessed valuation of the City was $6.4 billion. The split was 73 percent residential and 27 percent non-residential. The City is accessed by two freeways - Interstate 5 (which runs along the coast) and State Route 78 (which runs along the northern boundary of the City), by the Atchison Topeka and Santa Fe rail line (which lies parallel to the I-5 route), and by several major roads following both inland and coastal routes.

III. HOW TO USE THIS GENERAL PLAN

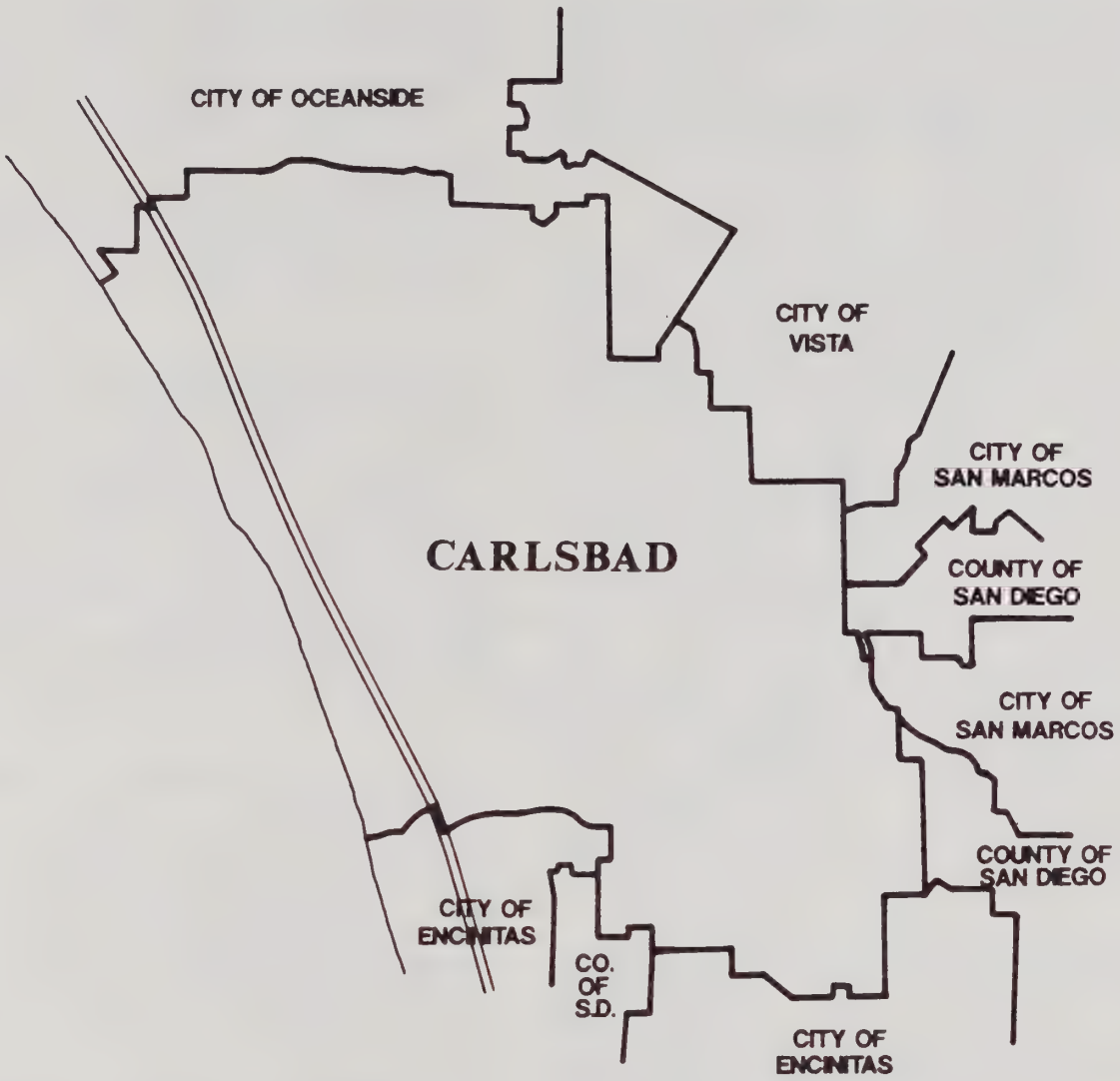
A. THE HORIZON: GETTING THERE

It is customary for a general plan to indicate the official future period during which it will be in effect.

In some plans this period has a discrete beginning and end, with the end being tied to a specific "horizon year" 15 or 20 years in the future. The plan takes the position that it cannot anticipate the needs of the community beyond the horizon year and, therefore, the plan will be in effect only until that time, upon which it will have to be revised in order to have any on-going relevance.

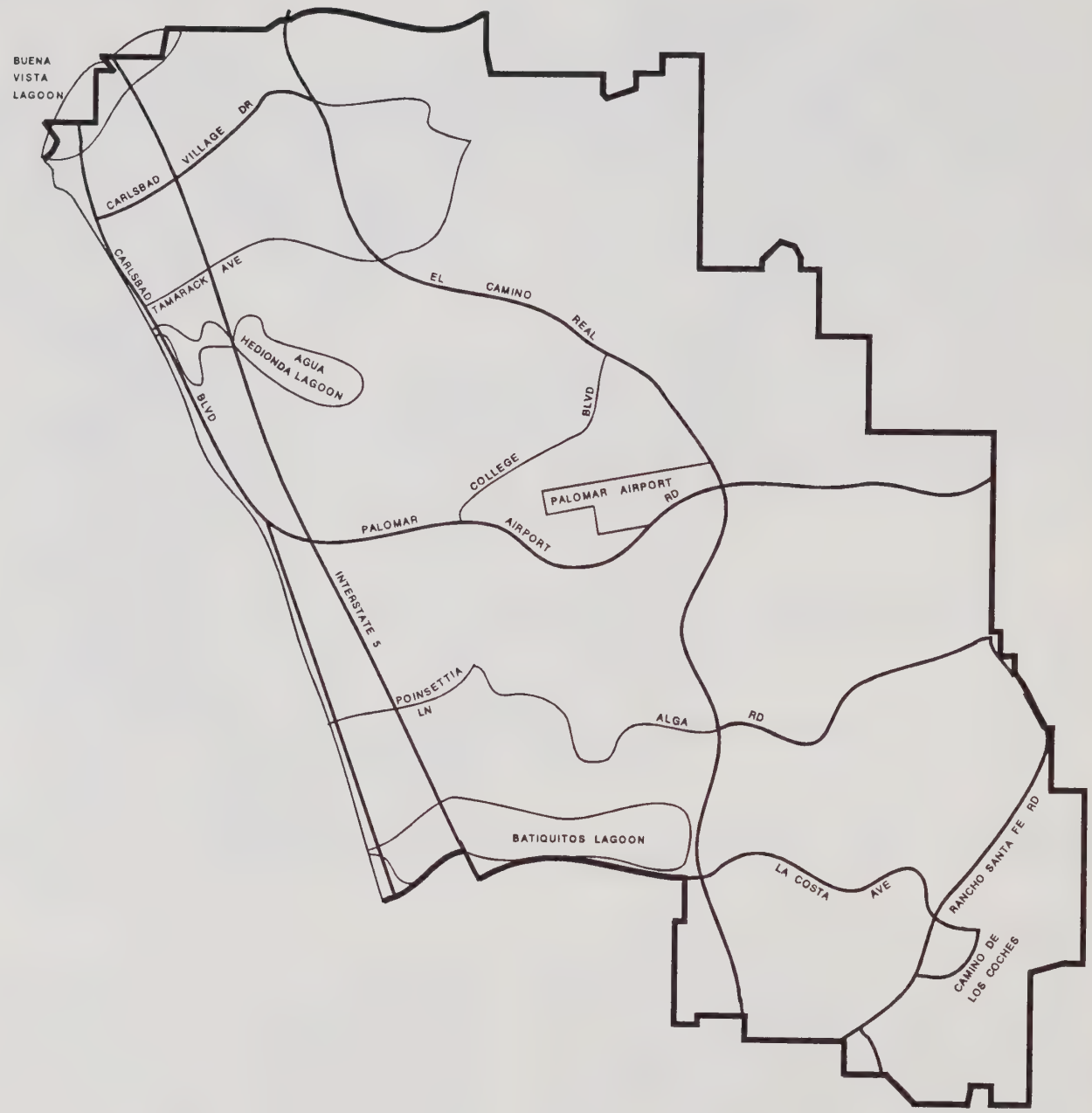
Alternatively, the plan may be designated a "build-out" plan, without a horizon year. It is assumed that the

REGIONAL LOCATION MAP



MAP 1

CITY BOUNDARIES



MAP 2

plan will direct the future development of the city to some theoretical end-point (the "build-out" state) at which point all the land of the city will have been developed in accord with the policies and proposals of the plan.

Both approaches have merits and limitations. In considering the approach to use with this general plan, note was made of the way a city typically grows and evolves.

Carlsbad has followed the pattern typical of most cities in California. It started small, on undeveloped land, and continued to grow larger - neighborhood by neighborhood, district by district - over many years. Thus, "build-out" has occurred and continues to occur in a hierarchical way. First, lots build-out, followed by blocks, neighborhoods, districts, communities, and, once annexation ceases, eventually the entire city. For the various districts and neighborhoods development will occur at different times - and, hence, so will build-out.

Yet once a given district has been developed, change continues. With time: buildings and people age; families come and leave; infrastructure wears out and demands maintenance or replacement; commercial strategies evolve, resulting in changes to businesses; new industries are created; styles, needs and wants change; and everything is affected by new technologies and evolving social patterns.

Through it all each neighborhood and district typically follows a natural physical and social evolutionary pattern. Starting as new development it grows into maturity. Finally as the useful lives of buildings and facilities come to a close, it becomes ripe for renewal and redevelopment. This is the typical urban pattern.

In a city of any size, especially one developed over many years, neighborhoods and districts will exist at all stages of this natural evolution. While much of Carlsbad is newer, having been developed since the 1970s, it has its older neighborhoods, some of which are today designated as an official redevelopment district. Further, the City is only half built-out. The extrapolation of recent rates of land absorption suggests that the stock of vacant residential land may last until around 2015 and the stock of vacant non-residential land may last until about 2040. Under these assumptions, before the city absorbs all of its vacant land (reaching "build-out") many neighborhoods will have advanced through their life cycles and will be entering the next cycle through re-development.

The City has adopted an aggressive growth management plan in which major public facilities are being planned and their capacities sized to accommodate the yields of people and structures anticipated to result from fully utilizing the City's land in accord with the general plan. In this sense, there will be an upper limit on the ultimate population and intensity of development in Carlsbad and its sub-areas, no matter the stage of evolution of the individual neighborhoods and districts at any particular point in time. Hence, a build-out condition will eventually come about, at least in terms of the capacities of public facilities and the physical and financial resources needed to create and support them. This type of facilities planning requires a long-term orientation, because pipelines in the ground, roads, and other infrastructure facilities have useful lives ranging typically from 50 to over 100 years. Clearly, a vision (or horizon year) of only 15 to 20 years is inadequate for such planning.

In consideration of these observations, this general plan for the City of Carlsbad was designed without a stated horizon year. But, recognizing the reality of neighborhood evolution, neither is it a "build-out" plan in the traditional sense. Rather, this general plan is intended to be a living document, one which will grow and evolve with the dynamics of the community.

When adopted, the General Plan proposed a picture of an ideal, end-state in keeping with both the values set out in "Carlsbad-The Vision" (found at the beginning of this Vision and Introduction) and the land use policies and proposals. However, it is always to be understood that this theoretical end-state will probably never be realized, though the values and vision may continue to be carried forward. In keeping with the concept of a general plan cycle it is intended that the Carlsbad General Plan will be reviewed periodically, and that it will be amended from time to time, as circumstances and the public interest warrant. With each minor or major

amendment the picture of that ideal end-state, toward which the City aspires, will have been changed and improved.

B. ORGANIZATION OF THE GENERAL PLAN

Contents

In its entirety the Carlsbad General Plan consists of the following parts and sections:

- Vision and Introduction.
- Land Use Element.
- Circulation Element.
- Housing Element.
- Open Space and Conservation Element.
- Noise Element.
- Public Safety Element.
- Parks and Recreation Element.
- Arts Element.

It is available in two forms. The entire Carlsbad General Plan is packaged as a single document. Alternatively, the elements may be obtained individually. Any individual element is to be accompanied by this Vision and Introduction.

The Vision

At the beginning of this Vision and Introduction is a single page titled "Carlsbad - The Vision". Although short, this page contains ten overall goal statements, which, in combination, form the heart of the Carlsbad General Plan. These goals constitute not only aspirations and values for the City's ultimate development, but also performance standards by which the City's progress can be measured. As the title indicates, these ten goals represent the City's vision of future Carlsbad. Everything in this general plan is founded upon this vision.

The Elements

While they vary considerably in length, each element has the same fundamental organization, consisting of two major parts: a section containing introductory and background information, and a policy section.

The introduction and background section recites the requirements of state law for the particular element and speaks to the relationship of the element to the other elements of the Carlsbad General Plan. The balance of the section varies from element to element, but may contain additional background information, an analysis of issues and concerns, definitions, and/or generalized standards and criteria.

The policy section of each element is its heart. In this section the City establishes the "...statement of development policies...includ[ing] objectives, principles, standards and plan proposals" required by state law (Government Code Section 65302). There are three sub-sections setting out a) goals, b) objectives, and c) implementing policies and action programs.

What Are Goals, Objectives, and Implementing Policies and Programs?

The policy section of each element uses a hierarchy of planning statements ranging from the generalized to the specific. All of these statements are derived from the City's vision statement.

Goals - A goal is a statement of an ideal future end-condition or state related to the public health, safety, or welfare toward which planning and planning implementation measures are directed. A goal is an expression of community values, and is, therefore, abstract in nature. Consequently, in this general plan a goal statement is not quantified, time dependent, or suggestive of specific actions for its achievement. (e.g. "Housing Element Goal 2: New housing developed with a diversity of types, prices, tenures, densities, and locations and in sufficient quantity to meet the demand of anticipated City and regional growth.")

Objectives - An objective is a specific end-condition or state that is an intermediate step toward attaining a goal. It should be achievable and, when

possible, measurable and time-specific. An objective may pertain to one particular aspect of a goal or may be one of several successive steps toward the achievement of a goal. Each goal should have one or more specific objectives describing what should result in trying to achieve the goal. (e.g. "Housing Element Objective 2.1.: Allow development of sufficient new housing to meet Carlsbad's share of the total regional housing need, as identified in SANDAG's *Regional Housing Needs Statement, 1991-1996*. Target: Approximately 6,273 units.")

Implementing Policies and Programs - These statements articulate measures designed to bring about attainment of the objectives and goals. In the Carlsbad General Plan they range in specificity from generalized guidelines and principles, to procedures, to specific action programs. In measuring the progress the City makes towards its objectives, and, therefore towards its goals, it is the effectiveness of these implementing policies and programs that will be measured.

C. RELATIONSHIP OF THE GENERAL PLAN AND ENVIRONMENTAL MITIGATION MONITORING

The implementation programs contained in each Element of the General Plan are used as the basis for preparing the annual report to the City Council on the status of the City's progress in implementing the General Plan, as described in Section 65400 of the Government Code. Because many of the individual implementation actions and programs described in each Element act as mitigation for significant environmental impacts resulting from development as described in the General Plan, the annual report can also provide a means of monitoring the application of the mitigation measures as required by AB 3180. Implementation programs included in the General Plan should be updated whenever the City's General Plan is amended or updated to ensure its continued consistency and usefulness.

D. KEY SUBJECTS - CROSS REFERENCE

Some important topics are addressed in the General Plan in more than one place, due to the multi-dimensional range of issues associated with them. For example the City's general aviation airport is discussed in the Land Use Element, the Circulation Element, the Noise Element, and the Public Safety Element, each discussion being conducted in a somewhat different context.

The following matrix has been prepared (See Table 1: Matrix of Key General Plan Subjects) to assist the user of the General Plan in locating all of the information about a given subject when that subject is addressed in more than one place.

The horizontal axis of the matrix lists the General Plan sections, including each of the elements, the Vision and Introduction, and the appendices. The vertical axis lists those important topics that are addressed in a substantive way in more than one location of the General Plan. At each intersection of a general plan section with a topic area, the matrix gives information about the kind of discussion (if any) that is contained in the section about that topic area. If a "B" appears, the topic is discussed in the section as background information; if a "GO" appears, the topic is addressed in one or more of the goals or objectives of the element; and if an "I" appears, the topic is addressed in an implementing policy or program. If the intersection is blank, then the topic is not discussed in a substantive way in that section.

Please note that this matrix does not contain an exhaustive listing of all of the topics addressed in the Carlsbad General Plan. It lists only those major topics that are addressed in more than one place and only if there is substantive discussion in those places.

Table 1: Matrix of Key General Plan Subjects

V = Vision Statement B = Background Information P = Policy and/or Programs

Subject	General Plan Element/Chapter									
	Vision & Intro.	Land Use/ Pub. Fac.	Circul.	Noise	Housing	O.S & Conserv.	Safety	Parks & Recreat.	Arts	Appendices
Agriculture		B, P			B	B, P				
Air Quality			P			P				
Airport C.L.U.P.		B, P		B, P	B					
Art - General				B, P					B, P	
Art - Public									P	
Barrio Carlsbad		B, P								
Buena Vista Lagoon Watershed		B								
C.D.B.G.					B					
Coastal Zone		B			B, P					
Community Reinvest. Act					P					
Condominium Conversions					B, P					
Conservation of Resources	V					B, P		P		
Crime							B, P			
Density - Dwellings Units/Acre		B, P			B					
Density Bonus		B, P			P					
Disaster Preparation							B, P			
Economic Growth	V	P								
Electro-Magnetic Fields							B, P			
Employment	V	P		P	B					
Energy Conservation					B, P					
Environment	V	B, P	B, P		B	B, P				
Farm Workers					B,P					
Fees & Exactions			B, P		B					
Fire Hazards							B, P			
Fiscal Capability					B,P					
Floods							B, P			
Geologic & Seismic Hazards							B, P			
Greenways						B, P				
Growth Mgt. - Carlsbad	B	B, P	B, P		B, P	B, P		B, P		B
Growth Mgt. - Regional	B	B, P	P							
Habitats, Sensitive Biological	V	B, P			B	B, P		P		
Handicapped Persons			P		B					
Hazardous Materials							B, P			
Historic/Cultural Preservation	V					P		P		
Homeless Persons					B, P					
Household income					B					
Housing - Rents					B					
Housing - Constraints					B					
Housing - General	V				B,P					
Housing - Household size					B					
Housing - Impact Fee					B, P					
Housing - In-Lieu Fee					B, P					
Housing - Inclusionary					P					
Housing - Law					B					B
Housing - Military					B,P					
Housing - Needs Assessment					B,P					

Table 1: Matrix of Key General Plan Subjects

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Subject	General Plan Element/Chapter									
	Vision & Intro.	Land Use/ Pub. Fac.	Circul.	Noise	Housing	O.S & Conserv.	Safety	Parks & Recreat.	Arts	Appendices
Housing - Opportunities	V				B					
Housing - Preservation					B, P					
Housing - Projections					B					
Housing - Rehabilitation					B, P					
Housing - Student					B, P					
Housing - Vacancy Rates					B					
Housing Assistance Plan					B					
Housing/Jobs Balance	V				B,P					
Land - Constrained		B				B, P				
Land - Inventory, Developed		B			B					
Land - Inventory, Vacant					B					
Land Usage Chart		B			B					
Land Use - Combination District		B								
Land Use - Community Commercial		B,P								
Land Use - General	B	B, P	B, P		B					
Land Use - Governmental Facilities		B								
Land Use - Neighborhood Comm'l		B, P								
Land Use - Office & Relat. Comm'l		B, P								
Land Use - Planned Industrial		B, P	P							
Land Use - Regional Commecial		B,P								
Land Use - Residential		B, P	P		B,P					
Land Use - Travel/Service Comm'l		B,P								
Land Use - Unplanned Areas		B								
Land Use Map		B			B					
Land Use - Transportation Corridor		B								
McClellan-Palomar Airport		B, P	B, P	B, P	B		B, P			
Mixed-Use Development		P			P					
Mobile Homes					P					
Noise Contours				B, P						
Oil Spills							B, P			
Open Space	V	B			B	B, P		B, P		
Open Space - Acquisition						B, P				
Open Space - Law						B				B
Parks	V	B, P								
Population - By Age Group					B					
Population - By Race					B					
Population - History	B				B					
Population - Projection					B					
Property Taxes - Valuation	B									
Public Facilities	V, B	B, P	P		B					
Public Utilities		B, P	P			B, P		B, P		
Quimby Act								B, P		
Rail Roads		P	P	B, P						
Recreation	V	B, P	P					B, P		
Redevelopment		B, P	P		B					
Regional Planning/Issues	V	B, P	B, P					B, P		

Table 1: Matrix of Key General Plan Subjects

V = Vision Statement B = Background Information P = Policy and/or Programs

Subject	General Plan Element/Chapter									
	Vision & Intro.	Land Use/ Pub. Fac.	Circul.	Noise	Housing	O.S & Conserv.	Safety	Parks & Recreat.	Arts	Appendices
Scenic Roadways			B, P							
Schools		B				B, P		B, P		
Section 8 Rental Assistance					B, P					
Senior Citizens					B, P					
South Coast Commuter Corridor		B								
Special Resource Protection						B, P		P		
Storm Drainage Facilities			B, P							
Streets/Traffic Control			P							
Subdivisions		B			B					
Transportaion - Air			B, P							
Transportation - Alternative Modes			P							
Transportation - General	V, B		B, P	B, P						
Trails			P			B, P		P		
Village, The	B	B, P								
Water - Quality Protection			P			P				
Water - Supply					B, P					
Zoning		B			B	P				
Zoning - Overlay					B					
Zoning - R-2 Lots		B								

Use Map in approximate gross acres. Charts 1 and 2 provide a more visual representation of the number of acres designated for each land use category. The following are the land use classifications represented on the Land Use Map:

RESIDENTIAL
Low Density (RL) (0-1.5 dwelling units per acre) Growth Control Point 1.0 dwelling units per acre
Low-Medium Density (RLM) (0-4 dwelling units per acre) Growth Control Point 3.2 dwelling units per acre
Medium Density (RM) (4-8 dwelling units per acre) Growth Control Point 6.0 dwelling units per acre
Medium-High Density (RMH) (8-15 dwelling units per acre) Growth Control Point 11.5 dwelling units per acre
High Density (RH) (15-23 dwelling units per acre) Growth Control Point 19.0 dwelling units per acre

COMMERCIAL
Neighborhood Commercial (N)
Community Commercial (C)
Regional Commercial (R)
Travel/Recreation Commercial (TR)
Village (V)
Office and Related Commercial (O)

PLANNED INDUSTRIAL (PI)

GOVERNMENTAL FACILITIES (G)

PUBLIC UTILITIES (U)

SCHOOLS
Elementary
Junior High
High School
Continuation
Private

OPEN SPACE AND COMMUNITY PARKS (OS)

TRANSPORTATION CORRIDOR (TC)

UNPLANNED AREAS (UA)

COMBINATION DISTRICT

Within each land use designation, there exists the potential for certain unique land uses for which there are no specific designations. Such uses may include, but are not limited to churches, and hospitals. These and other unique types of uses cannot be automatically placed within any particular land use classification and must be reviewed on an individual site basis through the conditional use permit process (Title 21, Chapter 21.42, Carlsbad Municipal Code).

Discussed below are descriptions of the land use classifications including population density and building intensity permitted within each classification.

"A City which provides for a variety of housing types and density ranges to meet the diverse economic and social requirements of residents..."

1. RESIDENTIAL

Density is the unit of measure used to compare and describe the intensity of residential land use. Different categories of density constitute policy statements used in establishing the public facility requirements for each area. Density allocations are not intended to specifically identify building types but rather intensity of use. The City's goals regarding the need for specific types of residential housing are contained in the Housing Element. That element should be referred to for more detailed information regarding the housing needs of the community and an integrated set of goals, policies and programs to assist the community in meeting those needs.

Five ranges of density, as shown below, have been incorporated into the General Plan. Each of these categories is implemented by one or more zone classifications which contains specific site development standards.

TABLE 1
QUANTITATIVE BREAKDOWN OF EXISTING LAND USE MAP

LAND USE	TOTAL ACRES (GROSS)	% OF TOTAL (GROSS)	% OF LAND USE (GROSS)
RESIDENTIAL	**14,194**	**57**	
Low Density	1,798	7	12
Low-Medium Density	8,382	34	59
Medium Density	2,681	11	19
Medium-High Density	1,096	4	8
High Density	237	1	2
NON-RESIDENTIAL	**4,134**	**17**	
Intensive Regional Retail	119	0	3
Extensive Regional Retail	78	0	2
Regional Service	28	0	1
Community Commercial	222	1	5
Neighborhood Commercial	66	0	0
Travel Services	170	1	1
Central Business District	70	0	0
Recreational Commercial	142	1	1
Professional Office	221	1	1
Planned Industrial	2,169	9	14
Non-Residential Reserve	515	2	3
PI/RS/C/TS/U	87	0	1
PI/O	180	1	1
TS/C	67	0	0
MIXED USE	**144**	**1**	
RM/O	62	0	43
RMH/TS	33	0	23
RH/O	2	0	1
RH/C/O	47	0	33
OTHER	**6,316**	**25**	
Schools	513	2	8
Governmental	273	1	4
Designated Open Space	4,257	17	67
Public Utilities	158	1	3
Roads and Railroad	1,079	4	17
Public Rights-of-Way	36	0	1
TOTAL CITY AREA	**24,788**	**100***	

Source: These numbers are based on information from 21 adopted Local Facilities Management Zone Plans and information from San Diego Association of Governments (SANDAG) for the four remaining zone plans. These figures are subject to revision upon amendment to these approved zone plans and/or approval of the remaining four zone plans. Numbers will be updated as the General Plan is updated.

*Totals have been rounded off to the nearest whole number; zeros indicate areas of less than an acre.

Land Use Element

Heritage Hall was built in 1926 to house the congregation of St. Patrick's Church at the southeast corner of Harding Street and Oak Avenue. In 1952 the church was moved across the street where it became the City's first administrative offices. Over the next few years it served as home to the City Manager, City Council, Police Department and Fire Department, and as a County branch library. As new City offices were constructed and City departments moved out, use of the building changed from that of City Hall, to the City library, to the children's library, to a studio for the North County Ballet. Finally, in 1979 the sturdy little structure was slated for demolition to make way for a parking lot; however, it was rescued from demolition by a coalition consisting of Friends of the Library, the Carlsbad Historical Society and volunteer building tradesmen who arranged for it to be moved to Magee Historical Park. With only minor repairs, the old church once again became a public meeting place.

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I. INTRODUCTION

A. BACKGROUND AND INTENT

The Land Use Element is basically concerned with how and where people will live, work, play and shop in Carlsbad. It involves providing sufficient land to meet the needs of the community over a long-term period, while at the same time preserving the quality and quantity of our natural environment. It also involves establishing the proper relationship between living areas and non-residential land uses.

The Land Use Element represents the desirable pattern for the ultimate development of the City as can be presently determined. As new information becomes available, or circumstances change, this document may require amendment. Thus the element is not a final picture of the City in the future, but an expression of what is desired for the future based on present knowledge and circumstances, and as such is part of a continuous planning process.

This element also addresses the provision of adequate public facilities necessary to serve the land uses identified in the General Plan. These facilities include but are not limited to, city administration, library, wastewater treatment, parks, drainage, circulation, fire service, schools, sewer collection, water distribution and open space. It is a basic principle of the General Plan that areas planned for residential, commercial or industrial use will not be put to such a use, nor zone changes or subdivision approvals considered, until the City can be assured that all necessary public facilities for the area to be developed can and will be available concurrent with need.

B. STATE LAW

A Land Use Element is required by State law (Government Code Section 65302(a)). Under the State law, it is required to designate the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The Land Use Element should also include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.

The Land Use Element consists of both a narrative (written goals, objectives and implementing policies and action programs) and a graphic portrayal of land uses (Land Use Map). Both of these constitute the Land Use Element and represent the "Land Use Plan" for the City of Carlsbad. Neither should be amended without considering the impact on the other.

State law also permits the Land Use Element to address other subjects which relate to the physical development of the City. In this regard, Carlsbad's Land Use Element contains its program for managing the future growth which will occur in the City. This program is directed primarily at ensuring that an adequate level of public facilities will be provided at all times.

C. RELATIONSHIP TO OTHER ELEMENTS

In differing degrees all of the elements of the General Plan contain goals and policies which relate to the Land Use Element. The Land Use Element has the broadest scope of all the elements and plays the central role of correlating all land use issues into a set of coherent development policies. All of the other elements contain policies, implementation measures and mapped information which relate to the Land Use Element in terms of establishing development procedures and modifying land use forms, and intensities based on distinct physical features in the City. Therefore each element of the General Plan must be referred to for a complete understanding of the purposes, intentions and development requirements embodied in the Land Use Element. It is the policy of the City that the Land Use Element be consistent with and further the goals of all other elements of the General Plan.

D. DEVELOPMENT CODE

Carlsbad's codes governing development include the Zoning Ordinance, the Environmental Protection Procedures Ordinance, the Subdivision Ordinance and the Uniform Building Code. These Codes regulate development as follows:

1. The Zoning Ordinance (Carlsbad Municipal Code, Title 21) - This ordinance implements the General Plan by regulating the distribution and intensity of land uses in such categories as residential, commercial, and industrial. Written regulations establish standards for minimum lot size, building height and setback limits, fence heights, parking, and other development parameters within each land use. In the event of an inconsistency between the Zoning Ordinance and the General Plan, the General Plan shall prevail and the Zoning Ordinance shall be amended within a reasonable time so that it is consistent with the General Plan as amended. (Government Code Section 65860(c).

2. Environmental Protection Procedures (Carlsbad Municipal Code, Title 19) - This ordinance implements the California Environmental Quality Act and is intended to provide for enhancement and protection of the environment within the City by establishing principles, criteria, and procedures for evaluation of the environmental impact of public and private projects.

3. The Subdivision Ordinance (Carlsbad Municipal Code, Title 20) - This ordinance implements Section 66410 of the Government Code (the State Subdivision Map Act). Both set the procedures which regulate the division of land into smaller parcels. Both the General Plan and the Carlsbad Subdivision Ordinance govern the design of the subdivision, the size of its lots, and the types of improvements that will be required as conditions of approval.

4. The Uniform Building Code (Carlsbad Municipal Code, Title 18) - The purpose of this code is to provide standards to safeguard health, property and public welfare by regulating the design, construction, occupancy, and location of buildings within the City. This code is recommended to the state by the International Conference of Building Officials, adopted by the State and then adopted by local jurisdictions. A new code is published every three years with addenda published annually. As part of the local ordinance, the Carlsbad Building Code includes the uniform mechanical, plumbing and electrical codes. All residential, industrial and commercial development must conform to the provisions of these codes.

"The intent of the land use plan is to provide a full-service, balanced community where the needs of all the residents can be provided for, yet still have a cohesive urban form."

II. DESCRIPTION OF THE LAND USE PLAN

A. CITY FORM AND FUNCTION

1. UNDERLYING PRINCIPLES

The underlying principle of Carlsbad's "Land Use Plan" is that the City will develop as a balanced community with a full range and variety of land uses. Although remaining primarily residential in nature, the City will provide places to shop, to participate in recreational activities, to enjoy nature, to find both local and regional employment opportunities, and to experience the City's cultural amenities. The plan encourages a variety of housing types and densities to serve the needs of all income groups and life-styles. It encourages a strong, viable economic base. It attempts to balance urban land uses with environmental features and open space.

2. MAJOR FACTORS AFFECTING FORM

Carlsbad's future development pattern, like its historical development, will be influenced significantly by three major factors.

Factor 1: Land Forms

Carlsbad's native land form, like much of the Southern California coastal area, consists of an uplifted coastal plain across which east-west trending drainages have cut systems of alternating mesas separated by riparian valleys and canyons. At the ocean, the mesas terminate in coastal bluffs and the major drainages have formed lagoons. The low areas and mesa slopes offer many constraints to development, arising not only from the frequently difficult soils and steep topography, but also from the presence of wetland and riparian habitats which provide homes to a range of sensitive plant and animal species.

Two of the lagoons, Buena Vista and Batiquitos, and their associated east-west trending drainages, form the northerly and southerly boundaries, respectively, of the City. The third lagoon, Agua Hedionda, effectively divides the City into north and south sectors.

The upland areas and mesas, being less constrained, are more hospitable to development.

Factor 2: Airport and Non-Residential Corridor

McClellan-Palomar Airport, which completed construction in March, 1959, was built atop the mesa just south of the Agua Hedionda valley and lagoon. Oriented to take advantage of the on-shore winds, the runway lies on an east-west axis. The associated glide path, crash hazard, and noise impact areas around the airport significantly influence the type and intensity of development across the entire central area of the City. This area of influence extends generally in a broad band east and west of the runway, and, to a lesser degree, north and south of the airport. For reasons of health and safety, residential development and most institutional land uses (hospitals, schools, etc.) must be precluded from this area of airport influence. The result is that lands surrounding the airport can be utilized principally only for industrial and supporting commercial development.

This non-residential corridor extends beyond the actual influence of the airport, all the way to the ocean and the mouth of the Agua Hedionda Lagoon. The extension comes about due to the proximity of the airport's influence area to the 640-acre utility corridor owned by the San Diego Gas and Electric Company for the Encina Power Plant and its associated major transmission right-of-way along the southerly shore of the Agua Hedionda Lagoon. Land within this ownership may be used only for industrial-scale utility functions and open space.

Factor 3: Regional Employment Center

As a result of the non-residential nature required of the lands surrounding the airport, Carlsbad has designated and zoned most of these lands for industrial and, to a lesser degree, office development. The size of the affected acreage is very substantial, with the result that Carlsbad has created one of the largest inventories of aggregated industrial land and, correspondingly, one of the largest potential employment generators in North San Diego County. When fully developed, this generator will provide jobs not only in Carlsbad, but in the entire region as well. This role as regional employment generator will increasingly have major implications for the City's identity, its role in the region, and its future development patterns.

3. DEFINING FUTURE CITY FORM AND FUNCTION

The above factors shape, and to a degree, limit the type of urban form that future Carlsbad may have. Due to the Agua Hedionda Lagoon (and its drainage), the airport and its influence area, and the power plant with its transmission rights-of-way, the City is effectively divided into northerly and southerly residential sectors. Further, the geographical center of the City is the airport, flanked easterly and westerly by a major industrial, employment-generating corridor.

These facts suggest that the future development of Carlsbad cannot easily be based upon a traditional model utilizing a "downtown" commercial core (located in the Village) surrounded by residential areas and outlying industrial areas.

Rather, a more appropriate model, and the model upon which the Land Use Plan of this General Plan is based, is one of a centralized employment core (the airport/industrial corridor) supporting and supported by several adjoining residential communities, each of which is, and will continue to be, relatively self-contained, developing with its own special identity and character.

Within the larger defining context described above, the location and definition of these residential communities will be further determined by:

- Secondary land form features (drainages, open space corridors, proximity to the coast, etc.);
- Their spatial relationship to major transportation corridors;
- Their location with regard to major public facilities (community parks and schools);
- Prior development history (for existing communities like the Village and La Costa); and
- The master plan development process (especially in the southerly half of the city).

The plan calls for these residential communities to be designed and developed, and to function as relatively self-contained entities in terms of community services, yet simultaneously to contribute to the city-as-a-whole. Sufficient land is (or will be, in newer areas) identified and associated with each community to support a balance of neighborhood commercial and social services. Through its growth management plan the City will continue to assure the provision of the full range of basic public services. In addition to offering its special character to the larger city, each community may also provide special or unique services or amenities (a regional shopping center, a multi-mode transportation center, a major recreation facility, for example). In particular, those neighborhoods adjacent to the central employment core around the airport should provide residences and both general and specialized support services to the employees and enterprises of the core.

In addition to lending definition to the boundaries of the several communities, the land form of the City also provides Carlsbad with truly magnificent scenic and environmental resources. In particular, the lagoons, riparian valleys and canyons, and sage and chaparral-covered hillsides bequeath to the City a wealth of environmental riches. However, with this legacy comes the challenge and responsibility to husband and to protect these environmental resources at the same time that they are integrated into the future development pattern of the City. To this end, the Land Use Plan calls for a comprehensive and aggressive environmental resource management and open space preservation program (see the Open Space and Conservation Element). One of the major defining characteristics of the City form called for by the plan is an extensive network of interconnected greenways, wildlife corridors, parks, trails, and environmental preserves.

B. GROWTH MANAGEMENT PLAN

"All necessary public facilities...will be constructed or are guaranteed to be constructed concurrently with the need for them..."

The transition period between what the City is today and what the ultimate, desired character of the City will be is most critical. An area of primary concern is the capability of the City to adequately serve growth as it occurs. To ensure that adequate public facilities and services are guaranteed at all times as growth occurs, the City developed a Growth Management Program which was subsequently ratified by Carlsbad voters in November, 1986. This program establishes citywide, quadrant, and Local Facilities Management Zones performance standards for eleven public facilities. The eleven public facilities addressed are city administration, library, waste-

water treatment, parks, drainage, circulation, fire, open space, schools, sewer collection, and water distribution. The program requires that the appropriate public facilities must be available in conformance with the adopted performance standards in an area when new development occurs. Unless each of these eleven public facility standards have been complied with, no new development can occur.

Compliance is planned for and provided through a three-tiered or phased planning process:

Citywide Facilities and Improvements Plan - which adopted eleven public facility performance standards, defined the boundaries of twenty-five local facility management zones, and detailed existing public facilities and projected the ultimate public facility needs.

Local Facilities Management Plans - are prepared in each of the twenty-five zones and implement the provisions of the Growth Management Program. Plans for zones 1-6 were prepared by the City because these areas were highly urbanized, and there were no large undeveloped lands under a single ownership. Remaining zones plans will be prepared by property owners and then approved by the City within each zone. These plans phase all development and public facilities needs in accordance with the adopted performance standards, provide a detailed financing mechanism to ensure public facilities can be provided, are reviewed by City staff for accuracy, and are approved by the City Council after a public hearing.

Individual Projects - must comply with the provisions of the Local Facilities Management Plans, as well as implement provisions of the Citywide plan. The third phase of the program includes the review of individual projects to ensure compliance with all performance standards prior to the approval of any development permits.

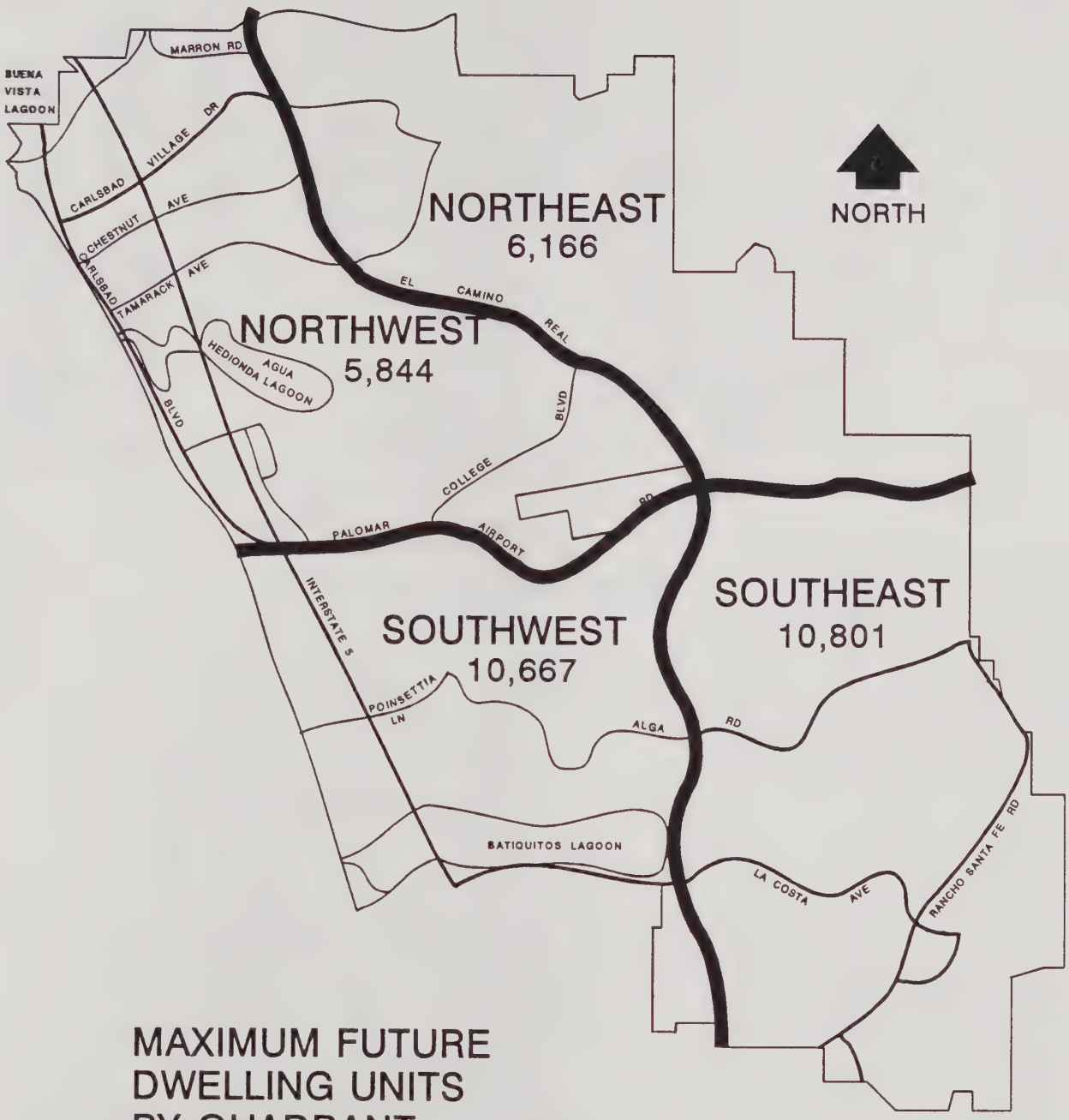
The Citywide Facilities and Improvements Plan, adopted in 1986, made an ESTIMATE of the number of dwelling units that could be built as a result of the application of the density ranges in the Land Use Element to individual projects. For the entire City at buildout, the ESTIMATE was 54,600 dwelling units or an ESTIMATED population of 135,000.

The purpose of this estimate was to provide an approximate ultimate number of future dwelling units and population citywide and for each quadrant for facility planning purposes. The City's Capital Improvement Plan, Growth Management Plan, and public facilities plans are all based on this estimate. To ensure that all necessary public facilities will be available concurrent with the need to serve new development, it was necessary to set a limit on the number of future residential dwelling units which can be constructed in the City based on the estimate. The City determined the maximum number of future dwelling units which could be constructed in the four quadrants along El Camino Real and Palomar Airport Road. The maximum number of future dwelling units which may be constructed or approved in each quadrant after November 4, 1986 is as follows: Northwest Quadrant 5,844; Northeast Quadrant 6,166; Southwest Quadrant 10,667; Southwest Quadrant 10,801. (Map 1: Maximum Future Dwelling Units by Quadrant).

When the Growth Management Program was ratified by Carlsbad citizens through an initiative, the voters mandated that the City not approve any General Plan amendment, zone change, tentative subdivision map or other discretionary approval which could result in future residential development above the limit in any quadrant. This mandate will remain in effect unless changed by a majority vote of the Carlsbad electorate.

C. LAND USE CLASSIFICATIONS

The land use classifications described herein and shown graphically on the Land Use Map (Map 2: General Plan Land Use Map) represent existing and expected land uses in the City at some future period of time, at total buildout of the City. The purpose of the Land Use Map is to serve as a diagram to graphically display the type, arrangement and relation of land uses planned in the City. It is not intended to be used to legally define or measure parcels of land. Table 1: Quantitative Breakdown of Land Use Map is a quantitative breakdown of the Land

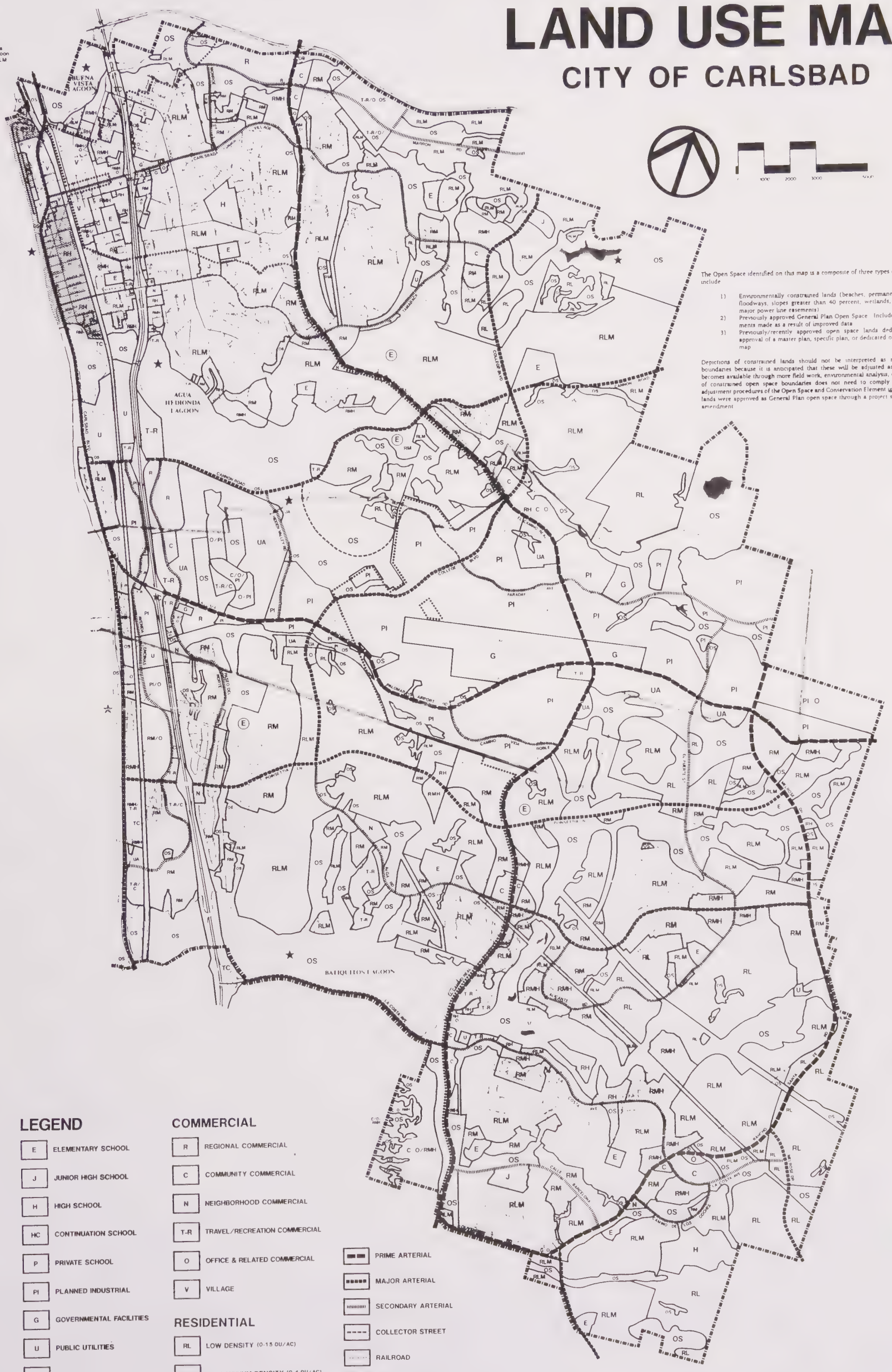


MAXIMUM FUTURE DWELLING UNITS BY QUADRANT

GENERAL PLAN LAND USE MAP

CITY OF CARLSBAD

Note: First Row of Lots Adjacent to Lagoon Is Designated RLM



The Open Space identified on this map is a composite of three types of open space which include

1) Environmentally constrained lands (beaches, permanent bodies of water, floodways, slopes greater than 40 percent, wetlands, riparian areas, and major power line easements)
2) Previously approved General Plan Open Space. Includes any minor adjustments made as a result of improved data
3) Previously/recently approved open space lands dedicated through the approval of a master plan, specific plan, or dedicated on a final subdivision map

Depictions of constrained lands should not be interpreted as representing precise boundaries because it is anticipated that these will be adjusted as better information becomes available through more field work, environmental analysis, etc. The adjustment of constrained open space boundaries does not need to comply with the boundary adjustment procedures of the Open Space and Conservation Element unless the constrained lands were approved as General Plan open space through a project specific General Plan amendment

LEGEND

- E — ELEMENTARY SCHOOL
- J — JUNIOR HIGH SCHOOL
- H — HIGH SCHOOL
- HC — CONTINUATION SCHOOL
- P — PRIVATE SCHOOL
- PI — PLANNED INDUSTRIAL
- G — GOVERNMENTAL FACILITIES
- U — PUBLIC UTILITIES
- OS — OPEN SPACE
- UA — UNPLANNED AREAS
- TC — TRANSPORTATION CORRIDOR

COMMERCIAL

- R — REGIONAL COMMERCIAL
- C — COMMUNITY COMMERCIAL
- N — NEIGHBORHOOD COMMERCIAL
- T-R — TRAVEL/RECREATION COMMERCIAL
- O — OFFICE & RELATED COMMERCIAL
- V — VILLAGE

RESIDENTIAL

- RL — LOW DENSITY (0-1.5 DU/AC)
- RLM — LOW-MEDIUM DENSITY (0-4 DU/AC)
- RM — MEDIUM DENSITY (4-8 DU/AC)
- RMH — MEDIUM-HIGH DENSITY (8-15 DU/AC)
- RH — HIGH DENSITY (15-23 DU/AC)

- PRIME ARTERIAL
- MAJOR ARTERIAL
- SECONDARY ARTERIAL
- COLLECTOR STREET
- RAILROAD
- BEACH OVERLAY ZONE
- COASTAL ZONE
- AIRPORT INFLUENCE AREA
- ★ SPECIAL RESOURCE AREA

The data contained hereon is based on information available at this time and is subject to change. Information should be verified by the City of Carlsbad Planning Department

SEPTEMBER 1994

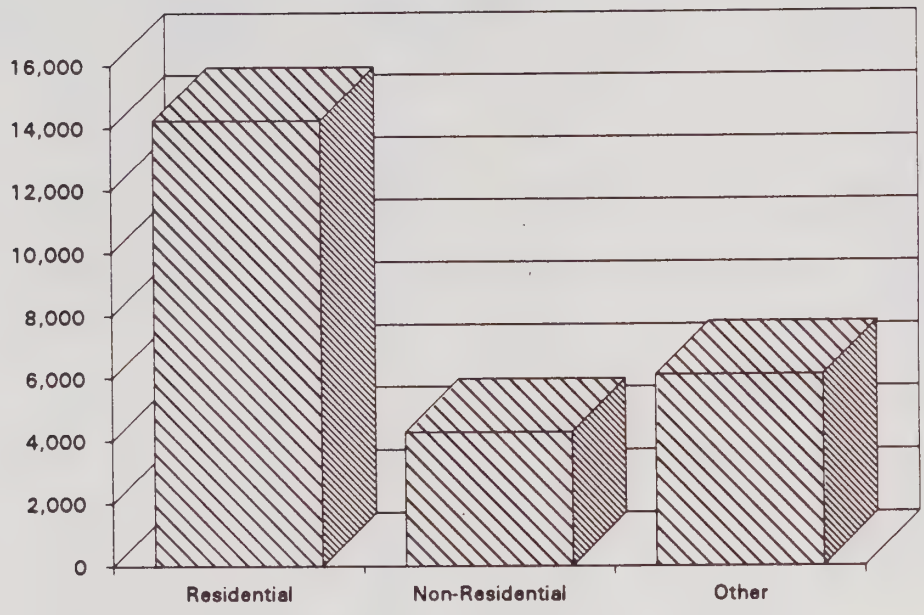
TABLE 1
QUANTITATIVE BREAKDOWN OF PROPOSED LAND USE MAP

LAND USE	TOTAL ACRES (GROSS)	% OF TOTAL (GROSS)	% OF LAND USE (GROSS)
RESIDENTIAL	**14,194**	**57**	
Low Density	1,798	7	12
Low-Medium Density	8,382	34	59
Medium Density	2,681	11	19
Medium-High Density	1,096	4	8
High Density	237	1	2
NON-RESIDENTIAL	**4,134**	**17**	
Regional Commercial	224	1	5
Community Commercial	304	1	7
Neighborhood Commercial	66	0	2
Village	70	0	2
Tourist-Recreation/Commercial	313	1	8
Professional Office	221	1	5
Planned Industrial	2,174	9	53
Unplanned Areas	515	2	12
PI/O	180	1	4
T-R/C	67	0	2
MIXED USE	**144**	**1**	
RM/O	62	0	43
RMH/T-R	33	0	23
RH/O2	2	0	1
RH/C/O	47	0	33
OTHER	**6,316**	**25**	
Schools	513	2	8
Governmental	273	1	4
Designated Open Space	4,257	17	67
Public Utilities	158	1	3
Roads and Railroad	1,079	4	17
Public Rights-of-Way	36	0	1
TOTAL CITY AREA	**24,788**	**100***	

Source: These numbers are based on information from 21 adopted Local Facilities Management Zone Plans and information from San Diego Association of Governments (SANDAG) for the four remaining zone plans. These figures are subject to revision upon amendment to these approved zone plans and/or approval of the remaining four zone plans. Numbers will be updated as the General Plan is updated.

*Totals have been rounded off to the nearest whole number; zeros indicate areas of less than an acre.

OVER-ALL LAND USE ACRES



RESIDENTIAL LAND USE ACRES

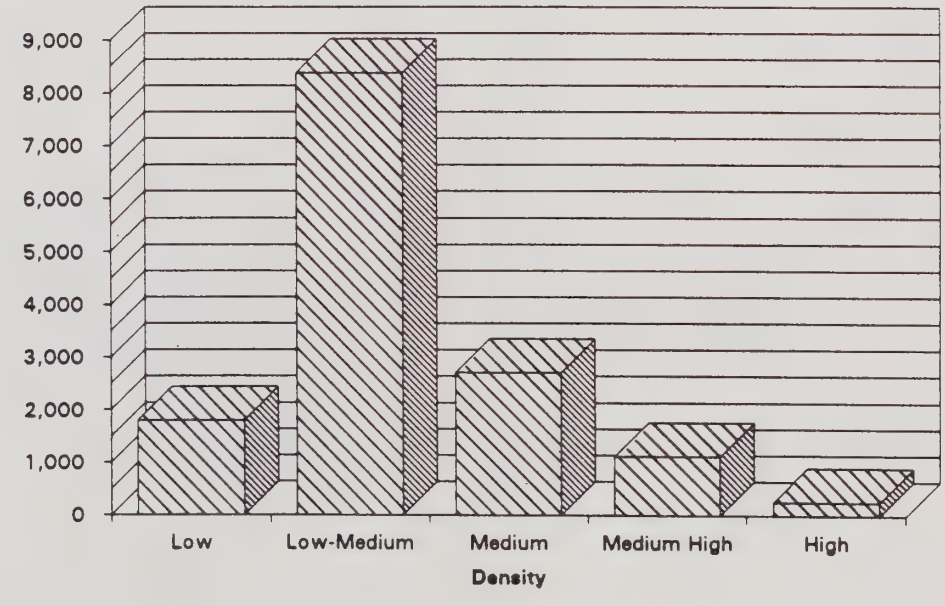
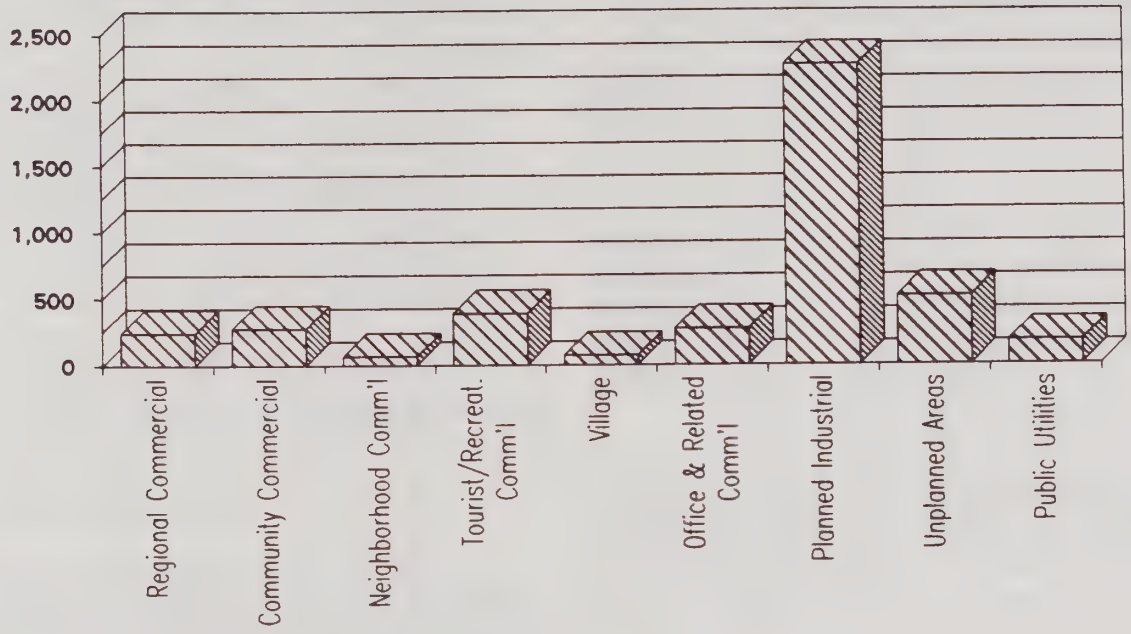


CHART 1

NON-RESIDENTIAL LAND USE ACRES



"OTHER" LAND USE ACRES

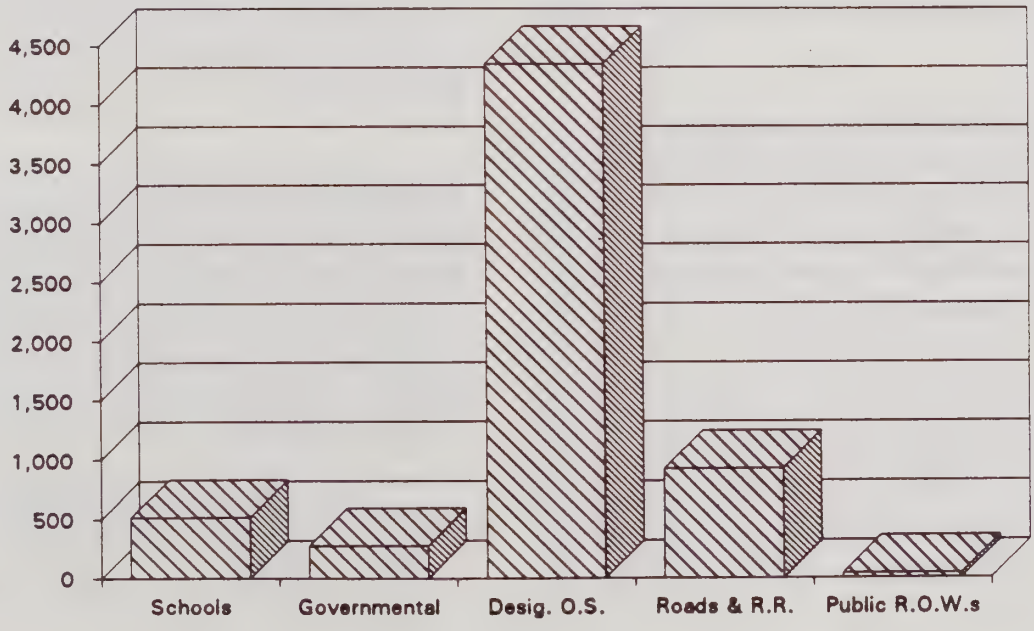


CHART 2

The City also has a specific mobile home park zoning classification although individual mobile homes are permitted in any density classification.

a. **Low Density (RL)**: Low density residential classification characterized by single-family dwellings on parcels one-half acre or larger.

b. **Low-Medium Density (RLM)**: Urban low-medium density residential areas characterized usually by single-family homes and planned residential development - 0 to 4 dwelling units per gross acre. A variety of overall housing types may be allowed as long as the overall density does not exceed 4 dwelling units per acre.

c. **Medium-Density (RM)**: Urban medium density residential areas characterized by small lot single-family homes or townhomes, duplexes, triplexes and low density apartment developments - 4 to 8 dwelling units per acre.

d. **Medium-High Density (RMH)**: Urban multiple residential areas characterized by one and two-story condominium or apartment developments - 8 to 15 dwelling units per acre.

e. **High Density (RH)**: High density residential classification characterized by two and three-story condominium and apartment development, 15 to 23 dwelling units per acre.

Certain areas of the City designated for planned communities may have several residential designations or combinations of residential designations. To accommodate good design and planning, as well as environmental and topographical factors, planned communities shall be controlled by a master plan.

As part of the City's Growth Management Plan, a dwelling unit limitation was established for each quadrant of the City. The City shall not approve any general plan amendment, zone change, tentative subdivision map or other discretionary approval for a development which could result in the development above the limit in any quadrant. To ensure that development does not exceed the limit, the following growth management control points are established for the Land Use Element density ranges.

ALLOWED DWELLING UNITS PER ACRE		
	General Plan Density Ranges	Growth Mgmt. Control Point
RL	0 - 1.5	1.0
RLM	0 - 4.0	3.2
RM	4 - 8.0	6.0
RMH	8 - 15.0	11.5
RH	15 - 23.0	19.0

The City shall not approve any residential development at a density that exceeds the growth management control point for the applicable density range without making the following findings:

a. That the project will provide sufficient additional public facilities for the density in excess of the control point to ensure that the adequacy of the City's public facilities plans will not be adversely impacted.

b. That there have been sufficient developments approved in the quadrant at densities below the control point so the approval will not result in exceeding the quadrant limit.

The residential land use designation indicates MAXIMUM development unit yields. To meet the General Plan goals and objectives, including, but not limited to population goals and environmental considerations, the ACTUAL yield may be less than maximum potentials. If the City approves a project below the minimum of the density range, the project is still considered to be consistent with the General Plan.

Residential density shall be determined based on a number of dwelling units per developable acre of property. The following lands are considered to be

undevelopable and shall be excluded from density calculations:

a. Beaches;
b. Permanent bodies of water;
c. Floodways;
d. Slopes with an inclination of greater than 40%;
e. Significant wetlands;
f. Significant riparian woodland habitats;
g. Land subject to major power transmission easements;
h. Land upon which other significant environmental features as determined by the environmental review process for a project are located; and
i. Railroad track beds.

No residential development shall occur on the lands listed above, however, the City Council may permit limited development of such property, if when considering the property as a whole, the prohibition against development would constitute an unconstitutional deprivation of property. Limited development of accessory or nonresidential uses may be permitted.

Development on slopes with an inclination of 25% to 40% shall be permitted if designed to minimize the grading and comply with the slope development provisions of the hillside ordinance and the Carlsbad Local Coastal Program. However, only 50% of the area shall be used for density calculations.

In instances where a property owner is preserving a significant amount of open space land beyond what would normally be required by city ordinances for purposes of environmental enhancement, establishing wildlife corridors or reserves or otherwise leaving developable property in its natural condition, the City shall consider allowing the density or development potential of the property being preserved to be transferred to another portion of the property or another distinct property. In these instances, the density/development potential of the property being left in open space shall be reserved for and used on the remainder of the land owned by the property owner, or through a negotiated agreement with the City, may be transferred to land owned by another property owner.

All legally existing R-2 lots, as of December 1, 1986, may be developed with a two-family residence regardless of the density allowed by their General Plan designation if they can comply with all applicable development standards in effect at the time of their development and if the following findings can be made:

a. That the project will provide sufficient additional public facilities for the density in excess of the control point to ensure that the adequacy of the City's public facilities plans will not be adversely impacted;

b. That there have been sufficient developments approved in the quadrant at densities below the control point to cover the units in the project above the control point so the approval will not result in exceeding the quadrant limit; and

c. All necessary public facilities required by this chapter will be constructed, or are guaranteed to be constructed, concurrently with the need for them created by this development and in compliance with the adopted City standards.

In those exceptional cases where the base zone is consistent with the land use designation but would permit a slightly higher yield than that recommended in the low and low-medium density residential classifications, the City may find that the project is consistent with this element if it is compatible with the objectives, policies, general land uses and programs expressed herein and does not exceed twenty-five (25) percent of the maximum allocation.

Affordable Housing - Density Increases

The City recognizes that the feasibility of providing housing affordable to lower-income families is sometimes dependent upon the ability to achieve residential densities higher than allowed by the underlying land use designation. Therefore, it is necessary to consider development of housing projects containing lower-income affordable housing units at densities which may exceed the ranges and growth management control points indicated above. The density which may be approved for those projects which include affordable housing shall be determined on an individual project proposal basis, and may be independent of the residential land use designation of the site, subject to the criteria listed under Residential, Implementing Policies and Programs, C.3.

2. COMMERCIAL

"A City which provides for the development of compatible, conveniently located commercial centers..."

Commercial development within Carlsbad can be defined by six principal categories--neighborhood, community, regional commercial, travel/recreation, Village, and office and related commercial. Distinction between the first three commercial types is not always clear and each category cannot be defined by a precise trade area, lot size, tenant mix, or building square footage. Therefore, numbers used on the chart below, Guidelines for Commercial Centers, should not be regarded as exact criteria but as reasonable indicators of the three types of commercial categories.

Basic elements of any commercial center may change to adapt to characteristics of the trade area; however, tenant composition and the type of anchor tenant are the main identifiers of a shopping center type. An anchor tenant may be an individual tenant or a group of like uses that function as an anchor tenant. For example, a combination of gourmet food shop, delicatessen meat market, and green grocery might function in lieu of a supermarket. A food service cluster, several restaurants, and a cinema complex may function as other anchor tenants. Tenant composition and the characteristics of the leading tenant/s define a commercial center type. Although building area, site size, trade area, etc. are influential, they are not the primary factors in determining a center type.

GUIDELINES FOR COMMERCIAL CENTERS

Center Elements	Neighborhood	Community	Regional
Leading Tenant	Supermarket, Drug Store, Mini-market, or Combination of Smaller Retail	Supermarket, Jr. Department, Large Variety, Discount Store or a Smaller Combination of Factory Outlets, Large Volume Specialty Stores or Warehouse Clubs	Full-Line Department Store/s, Larger Factory Outlet Center, or A Bigger Mix of Large Volume Specialty Stores or Warehouse Clubs
Acres	3-10	10-30	30-60
Square Feet	30-100,000 (Av. 50,000)	100-300,000 (Av. 150,000)	300-1,000,000 (Av. 400,000)
Trade Area Population	3-10,000	40-50,000	150,000 plus
Drive	5-10 minutes	10-20 minutes	25-30 minutes
Radius	1 1/2 miles	3-5 miles	8-15 miles
Estimated Weekday Vehicle Generation Rate	120/1000 sq. ft.	70/1000 sq. ft.	50/1000 sq. ft.

a. **Neighborhood Commercial (N)**: This category includes commercial uses that provide limited retail business, service, and office facilities for the daily needs and convenience of residents in adjacent neighborhoods. These commercial uses generally exist as a group of small stores and service shops but, on small sites, may exist with only one tenant. Typically, such centers include a grocery store as the principle anchor tenant and such uses as banks, drug stores, beauty shops, barber shops and laundromats. Frequently, a quick stop convenience store is an adjunct to a neighborhood commercial center and, as such, is an integral part of that center. It may be a freestanding entity or combined with one or two other convenience uses, such as a coin-operated laundry, or food service. Sometimes a neighborhood commercial center is located adjacent to or within a community commercial site. The neighborhood center serves the daily needs of nearby residents while, at the same time, the community center provides a greater variety of services. Due to their relatively small size, not all potential neighborhood commercial sites are indicated on the Land Use Map.

Neighborhood commercial uses are generally located within a convenient walking and/or bicycling distance from intended customers and should be linked with surrounding neighborhoods by pedestrian and/or bicycle access. Landscaped buffers should be provided around the project site between neighborhood commercial uses and other uses to ensure compatibility. All buildings should be low-rise and should include architectural/ design features to be compatible with the neighborhood. Permitted uses and building intensities should be compatible with surrounding land uses.

b. **Community Commercial (C):** The community commercial category plans for centers that offer a greater depth and range of merchandise in shopping and specialty goods than the neighborhood center although this category may include some of the uses also found in a neighborhood center. Often a supermarket, large variety store, cinema, or discount department store functions as the anchor tenant. The emergence of new anchor tenants (i.e., high volume specialty or warehouse stores) has resulted in new, special forms of community commercial centers. As an example, this type of center may have a grouping of special tenants who operate a retail/wholesale business dealing with home improvement items.

Sometimes a community commercial center is located next to or across the road from a regional center because the two types of centers offer different ranges of merchandise. Community commercial centers also may include commercial uses ranging from individual, small lots in the Village and in the industrial areas to larger community shopping/office centers and complexes. Appropriate uses include personal and business retail and service, automobile service, restaurants, and recreation commercial.

It is reasonable to expect that as the city continues to grow and the population increases, the need for additional community commercial sites will be generated. It is also reasonable to expect that at such a time, some existing land uses will be redesignated to commercial uses. Although future community commercial sites are not located on the Land Use Map, they should be located so as to prevent detrimental effects on adjacent land and to ensure access to the street system. Locations should be suitably separated from residential development. All areas proposing a community commercial land use shall provide details regarding location, architecture, site design, landscaping, circulation, signage, height, and scale of the proposed development.

c. **Regional Commercial (R):** Regional commercial centers provide shopping goods, general merchandise, automobile sales, apparel, furniture, and home furnishing in full depth and variety. Two or more department stores are typically the major anchors of a regional shopping center, while other stores supplement and complement the various department store lines. New forms of

regional centers may include such developments as outlet centers with an aggregation of factory outlet stores where there are no specific anchor tenants although such centers are regional and enjoy a strong tourist trade. Regional centers draw customers from outside the City and generate interregional traffic. For this reason, such centers are customarily located on a site that is easily visible as well as accessible from interchange points between highways and freeways. Neighborhood commercial or community commercial centers are often adjunct to regional centers to also serve the daily convenience needs of customers utilizing the larger shopping center. A group of convenience stores, service facilities, business and professional offices are also often associated with a regional center. Some of these may be incorporated in the center itself, or arranged at the periphery in the immediate area.

d. **Travel/Recreation Commercial (TR):** This category addresses commercial uses that provide for visitor attractions and commercial uses which serve the travel and recreational needs of tourists, residents, as well as employees of business and industrial centers. Often such sites are located near major transportation corridors or recreational and resort areas such as spas, hotels, beaches or lagoons. Typically these areas are developed along major roadways and are accessible to interregional traffic. Tourist-oriented uses such as motels and hotels should be coordinated with compatible accessory uses, should protect the surrounding properties, should ensure safe traffic circulation and should promote economically viable tourist-oriented areas of the City.

e. **Village (V)**: The Village addresses land uses located in the heart of "old" Carlsbad in the area commonly referred to as the "downtown". Permitted land uses may include retail stores, offices, financial institutions, restaurants and tourist-serving facilities. Residential uses can be intermixed throughout the area. The Village is designated as a redevelopment area and is regulated by the Carlsbad Village Area Redevelopment Plan and the Village Design Guidelines Manual.

f. **Office and Related Commercial (O)**: This classification designates areas which are compatible with and environmentally-suited for office and professional uses, as well as related commercial uses. This designation is especially appropriate for medical office use. Office and related commercial land uses can be used as buffers between retail commercial areas and residential uses.

3. PLANNED INDUSTRIAL (PI)

Planned Industrial land uses include those areas currently used for, proposed as, or adjacent to industrial development, including manufacturing, warehousing, storage, research and development, and utility uses. Agricultural and outdoor recreation uses on lots of one acre or more are considered to be a proper interim use for industrially designated areas.

4. GOVERNMENTAL FACILITIES (G)

This classification of land use designates areas currently being used for major governmental facilities by agencies such as the city, county, state, or federal government. Facilities within this category may include uses such as civic buildings, libraries, maintenance yards, police and fire stations and airports (McClellan-Palomar Airport). Smaller facilities, such as branch libraries, may be found in other land use designations, such as commercial, and are not shown on the land use map.

The largest facility within this classification is the McClellan-Palomar Airport located at the center of the City. The airport, owned and operated by San Diego County, serves as a major general aviation facility for northern San Diego County. More detailed discussions related to the airport may be found under Special Planning Considerations, as well as in the Noise, Circulation, and Public Safety Elements.

5. PUBLIC UTILITIES (U)

This category of land use designates areas, both existing and proposed, either being used or which may be considered for use for public or quasi-public functions.

Primary functions include such things as the generation of electrical energy, treatment of waste water, public agency maintenance storage and operating facili-

ties, or other primary utility functions designed to serve all or a substantial portion of the community. Sites identified with a "U" designation indicate that the City is studying or may in the future evaluate the location of a utility facility which could be located within a one kilometer radius of the designations on a site for such a facility. Specific siting for such facilities shall be accomplished only by a change of zone, and an approved Precise Development Plan adopted by ordinance and approved only after fully noticed public hearings.

6. SCHOOLS

This land use classification represents both existing and proposed school sites necessary to serve the ultimate planning area. Sites are designated for elementary, junior high, high school, continuation school, and private school facilities. For additional discussion see Special Planning Considerations A. Schools.

7. OPEN SPACE AND COMMUNITY PARKS (OS)

The Land Use Map shows the generalized boundaries of constrained lands and presently designated open space, including existing parks and special resource areas. It is not intended that the map show all future open space. The Open Space and Conservation Element of the General Plan divides the broad definition of open space into the following five categories:

a. Open Space for Preservation of Natural Resources
b. Open Space for Managed Production of Resources
c. Open Space for Outdoor Recreation
d. Open Space for Aesthetic, Cultural and Educational Purposes
e. Open Space for Public Health and Safety

The Open Space and Conservation Element also includes goals, policies, and objectives regarding open space planning protection, obtaining open space, special resource protection, trail/greenway system, promoting agriculture, fire risk management, air quality preservation, water quality, protection and historical and cultural preservation. Please refer to that element for a more detailed description of open space and the goals, policies and standards pertaining thereto.

Parks are considered a subset of Open Space. The Parks and Recreation Element delineates three categories of park land including community parks, special resource areas, and special use areas. Community parks are intended to provide diversified activity, both active and passive, to meet the broader recreational needs of several surrounding neighborhoods. The Land Use Map indicates specific locations for existing and proposed community park sites. Proposed park sites are anticipated to be dedicated and developed in conjunction with surrounding development. Please refer to the Parks and Recreation Element for more detailed information regarding community park sites, facilities, and programs.

8. UNPLANNED AREAS (UA)

This classification of land use indicates areas where planning for future land uses has not been completed or plans for development have not been formalized. Until such planning has occurred and the land is redesignated, land uses will be determined through the zoning ordinance designations of Exclusive Agriculture, Planned Community, or Limited Control. Because some unplanned areas are located in proximity to McClellan-Palomar Airport, it has been determined that they are not appropriate for residential development. Agricultural and other interim, non-residential land uses are encouraged in such areas until their ultimate land use designations can be definitely established. Master Plan properties under the Planned Community zone may utilize the UA designation to reserve land for future planning, however, such areas will require amendment to the master plan as well as all other actions necessary to redesignate the land.

9. TRANSPORTATION CORRIDOR (TC)

This classification is applied to certain major transportation corridors such as the I-5 Freeway, and the Atchison Topeka and Santa Fe Railroad and its right-of-

way. Land uses that would be compatible with the corridors would be temporary and low-intensity in nature, such as passive parks, open space, or agriculture. In this way, corridors would remain scenic and remain available for future transportation needs. The Land Use Map also shows the general location of all future Circulation Element arterials. The Circulation Element should be referred to for more specific information regarding these roadways.

10. COMBINATION DISTRICT

Some areas of the City are suitable for more than one land use classification. The Land Use Map identifies these areas as Combination Districts. Often multiple designations are assigned to areas in the early planning stages when it is unclear what the most appropriate land use designation may be or where the boundaries of such designations should be located. The designation as Combination District requires additional comprehensive planning and necessitates approval of a specific plan prior to development of 25 acres or more and approval of a site development plan for areas of less than 25 acres.

BOUNDARY DEFINITION BETWEEN LAND USE CLASSIFICATIONS

It is the intent of the Land Use Map to show the general outlines of various land use classifications. The boundaries are not intended to be precise legal boundaries. When uncertainty does exist as to the precise boundary lines of various land uses identified on the map, such lines shall be interpreted in the following manner:

a. Where boundaries appear to follow the center line of a street or highway, boundaries shall be construed to follow such lines;

b. Where boundaries appear to follow ownership boundary lines, boundaries shall be construed to follow such lines;

c. Where boundaries appear to follow topographic features such as valleys or ridgelines, boundaries shall be construed to follow such features; and

d. Where boundaries appear to reflect environmental and resource management considerations, boundaries shall be construed in a manner which is consistent with the considerations that the boundary reflects.

If the application of the above guidelines does not resolve the uncertainty or if the Planning Director or the affected property owner consider the result to be inappropriate, the matter may be referred to the Planning Commission for decision. The Planning Commission shall resolve the uncertainty in accord with all of the provisions of applicable specific and general plans. The decision of the Planning Commission may be appealed to the City Council in accord with the usual procedures.

D. SPECIAL PLANNING CONSIDERATIONS

1. SCHOOLS

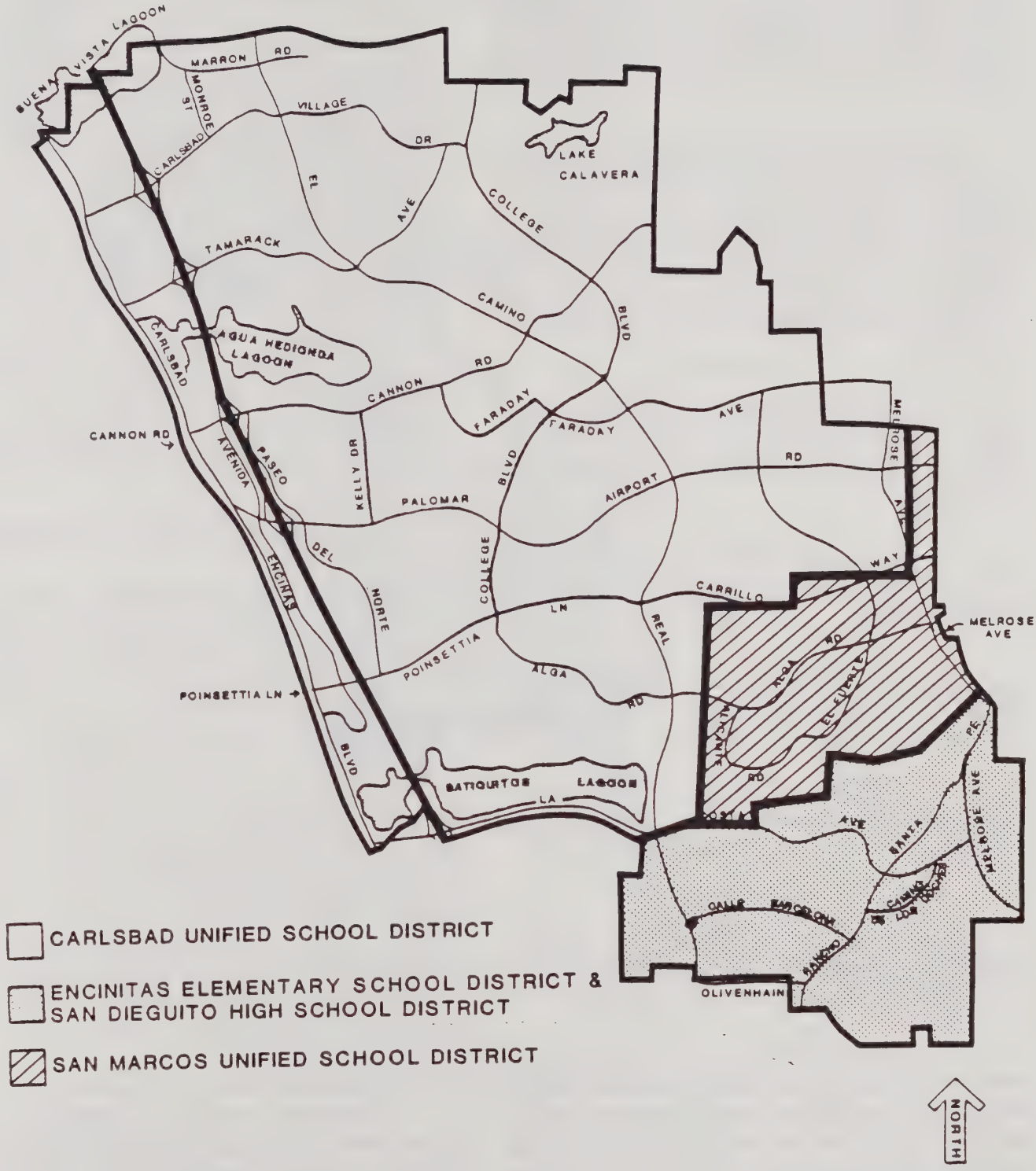
School sites have the potential to function as a number of existing and future land uses. Accordingly, they have several designations throughout the General Plan, as follows:

a. Sites delineated on the Land Use Map with precise boundaries represent existing schools or confirmed school sites. Sites shown with a circular symbol represent approximate future sites to be confirmed by respective school districts at time of development. These designations are considered to be "floating" and are not considered to be specific to a particular parcel, but rather indicate a general vicinity.

The City is served by four school districts as listed below and shown on Map 3: School Districts.

i. Carlsbad Unified School District
ii. Encinitas Union Elementary School District
iii. San Dieguito Union High School District
iv. San Marcos Unified School District.

SCHOOL DISTRICTS



CARLSBAD UNIFIED SCHOOL DISTRICT

ENCINITAS ELEMENTARY SCHOOL DISTRICT &
SAN DIEGUITO HIGH SCHOOL DISTRICT

SAN MARCOS UNIFIED SCHOOL DISTRICT

MAP 3

b. Some school sites are also included in the Parks and Recreation Element as park sites because the City has joint use agreements with the school districts to utilize some of their school playgrounds as recreation facilities.

School locations are determined by the appropriate school district and are based on "service areas" for each school site within a district. Service areas are designated for each of the school locations based on generation factors, school sizes, and maximum travel distance. A substantial change in one school location would necessitate revision of locations throughout that school district.

At the time of subdivision review for an area in which a "floating" school site is shown, the following procedures are necessary to determine the ultimate location of the school:

1. The City must inform the appropriate school district that a development application has been filed within the district.

2. The district must notify the City whether or not it wants to initiate action to proceed with acquisition of a school site in the proposed subdivision.

3. The district must notify the City whether or not it will be able to provide schools either through existing or proposed facilities (commonly called a "will-serve" letter).

If the school district determines the "floating school site" is not necessary, the school site designation shall revert to the adjacent land use designation.

If an existing school site is determined by the relevant school district to be surplus, then the site shall be designated with the previous General Plan land use designation, or a land use designation compatible with adjacent uses, unless the City exercises its option to purchase the property to utilize as a park. If this occurred, the City would then designate the site as open space.

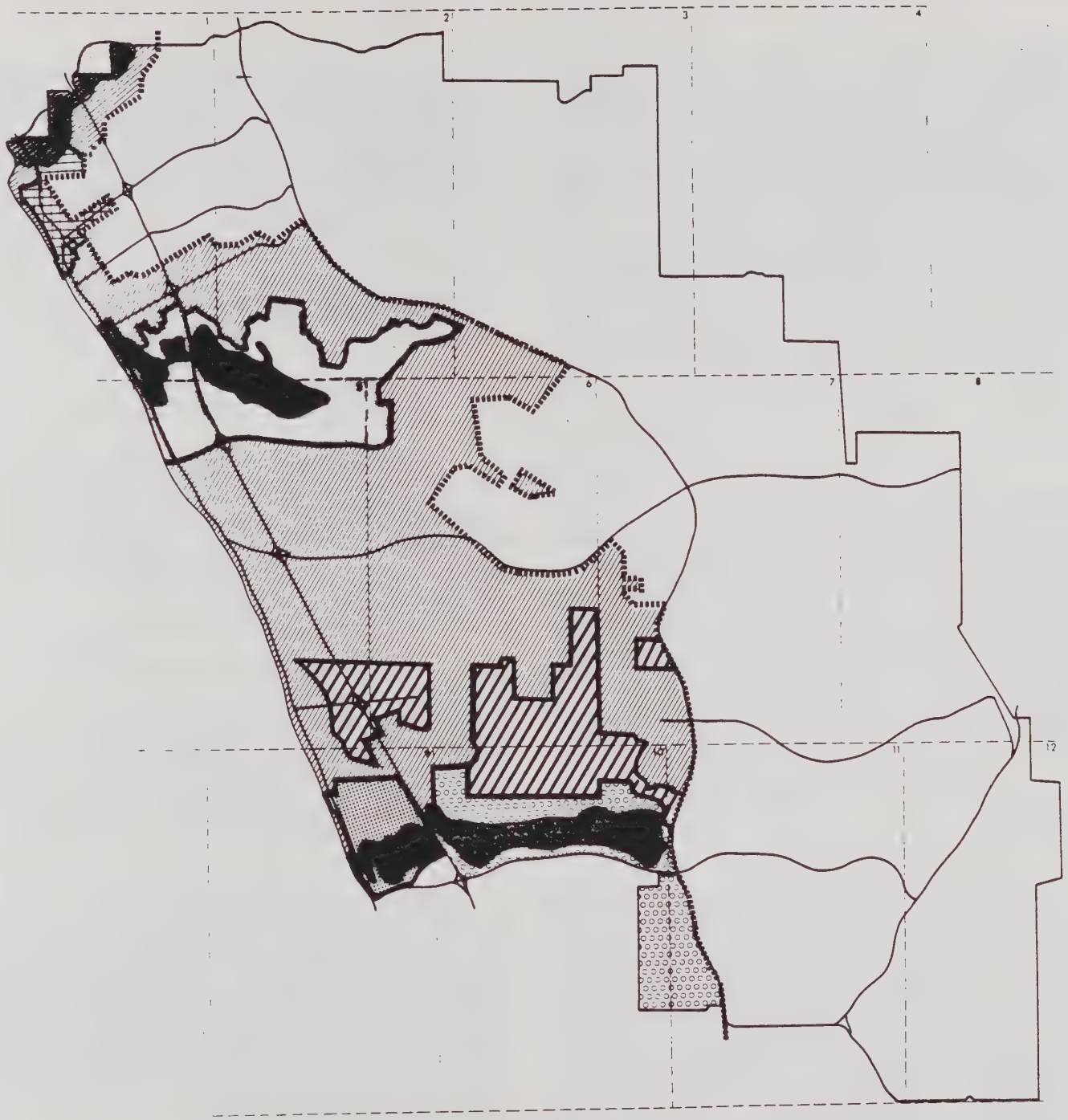
2. VILLAGE

The Village, located in the "downtown" section of Carlsbad, has been established as a redevelopment project area. A Redevelopment Master Plan with Implementing Strategies along with the present Village Design Guidelines Manual guide all development in the Village. These documents provide an overall development strategy to create a strong identity for the Village, revitalize the area, enhance the economic potential of the Village and establish specific site development standards. The intent of the master plan is to preserve the village character of the area by creating a pedestrian scale environment of specialty shops, services, and restaurants complemented by residential and mixed-use development. The Redevelopment Master Plan should be referred to for more detailed information. Additional redevelopment project areas may be established in other areas of the City in the future.

3. COASTAL ZONE PROGRAMS

In 1972, California voters approved Proposition 20 which led to the enactment of the State law (California Coastal Act of 1976) which regulates any development within California's Coastal Zone. The Coastal Act requires that individual jurisdictions adopt Local Coastal Programs (LCPs) to implement the State law at a local level. Carlsbad's Local Coastal Program is consistent with the General Plan, but it is a separate document containing separate land use policies and implementation measure which must also be complied with in addition to the General Plan. Approximately one-third of the City is located within the Coastal Zone. The City's coastal zone has been divided into six segments and each segment is regulated by separate LCPs (See Map 4: Local Coastal Program Boundary). The boundaries of the City's Coastal Zone which were established by the State are depicted on the Land Use Map.

Almost every conceivable type of development proposal within the Coastal Zone, from removal of natural vegetation to the construction of huge master planned communities, requires the approval of a Coastal Development Permit (CDP) in addition to any other permits or



Local Coastal Program Boundary

SEGMENT
- MELLO I
- MELLO II
- AGUA HEDIONDA
- VILLAGE REDEVELOPMENT
- WEST BATIQUITOS
- EAST BATIQUITOS

CARLSBAD LCP

Source: California Coastal Commission

MAP 4

entitlements. The land use policies, programs and regulations of the relevant LCP shall be referred to in addition to the General Plan, the Municipal Code and other pertinent regulations for guiding land use and development within the Coastal Zone. Although the City has adopted LCP segments for all of its Coastal Zone, it only has authority to issue Coastal Development Permits within the Redevelopment segment. In the five remaining segments, the California Coastal Commission currently retains Coastal Development Permit authority. Carlsbad is actively pursuing the lengthy task of effectively implementing the five LCP segments in order to transfer permit authority to the City.

In those circumstances where an issue is not addressed by the Local Coastal Program Land Use Plan, but is addressed by the City of Carlsbad General Plan, no coastal development permit, or exemption may be granted unless the project considered is found by the appropriate authority to be consistent with the City of Carlsbad General Plan. In those circumstances where an issue is addressed by both the Local Coastal Program Land Use Plan and the City of Carlsbad General Plan, the terms of the Local Coastal Program Land Use Plan shall prevail.

4. McCLELLAN-PALOMAR AIRPORT

McClellan-Palomar Airport, a county-owned facility, is regulated by the Comprehensive Land Use Plan, McClellan-Palomar (CLUP) prepared by the San Diego Association of Governments (SANDAG). This is a state-required, long-range master plan, updated every five years, that reflects the anticipated growth of the airport over at least the next 20 years. The intent is "to provide for the orderly growth of each public airport and ... [to] safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general" (Section 21675, Public Utility Code). As required by State law, Carlsbad's General Plan must comply with the Airport's Comprehensive Land Use Plan. If the City chooses to overrule a finding of the Airport Land Use Commission as stated in the CLUP, it may do so by a two-thirds vote of the City Council if it makes a specific finding that the General Plan and the CLUP are consistent.

To limit noise impacts on noise sensitive land uses, the City has designated areas surrounding the Airport for predominately planned industrial uses. To accomplish this, a significant amount of non-residential land has been designated on the plan, possibly exceeding what is needed to serve and accommodate future residential uses located exclusively in Carlsbad. As such, future redesignation of planned residential areas to non-residential uses to accommodate future airport growth would not be supported. (Also see UA designations.)

5. AGRICULTURE

Agriculture is an important resource in Carlsbad. The City's agricultural policies are intended to support agricultural activities while planning for the possible future transition of the land to more urban uses consistent with the policies of the General Plan and the Carlsbad Local Coastal Program (LCP).

The City's LCP protects agricultural lands from the premature conversion to more urban land uses by establishing programs which require mitigation for conversion of agricultural property to urban uses. It also has established methods to benefit agriculture in the community by providing financial assistance through cash programs.

While the City encourages agriculture, it recognizes the potential problems associated with agricultural land use. For example, to prevent the destruction of sensitive wild and archaeological resources, clearing and grubbing of natural areas for agriculture requires a permit and environmental review. Also, the City encourages conservation techniques in agricultural activities to reduce soil erosion and water usage.

6. REGIONAL ISSUES

As a member of the San Diego Association of Governments (SANDAG), the City is participating with other cities in the county to develop a Regional Growth Management Strategy. This effort recognizes the fact, that as separate entities, each city cannot solve region-wide issues. Together, however, a strategy can be devel-

oped to establish a framework for a "regional community" with an improved quality of life. Carlsbad recognizes its role as a participant in this effort which focuses on the following nine important environmental and economic factors:

a. Air Quality
b. Transportation System and Demand Management
c. Water
d. Sewage Treatment
e. Sensitive Lands Preservation and Open Space Protection
f. Solid Waste Management
g. Hazardous Waste Management
h. Housing
i. Economic Prosperity.

7. AREAS NEEDING ADDITIONAL PLANNING

For a variety of reasons, there are areas within the City that have unresolved land use considerations which should be addressed prior to the occurrence of a significant amount of further development. The City has planned for these areas on a General Plan level but due to their unique characteristics they will require a more specific level of planning review to ensure that such characteristics are addressed comprehensively. More specific levels of review may include such mechanisms as specific plans, site development plans, special studies, or overlay zones. Locations which have been identified as having unresolved planning considerations are discussed briefly below for determination at a future time. Other areas may be identified in the future as also requiring additional review.

a. BARRIO

The Barrio, located generally south of Carlsbad Village Drive, north of Tamarack Avenue, between I-5 and the AT&SF Railroad, has served as a focus of activity for Carlsbad's Hispanic community for many years. This area of the City is included within the "Barrio Community Design and Land Use Plan" which is currently being prepared. This document will be a comprehensive plan for the area and will address neighborhood concerns of revitalizing the Barrio, creating a cultural focus, and enhancing economic development for this segment of the community. The land use plan will propose specific development and land uses for the Barrio which will, after adoption, be integrated into the General Plan.

b. BUENA VISTA CREEK WATERSHED

Buena Vista Lagoon, located along the northern city limits, is an important coastal, freshwater lagoon in Southern California. It is fed by Buena Vista Creek and its watershed which extends through the eastern city limits to the cities of Oceanside and Vista. The manner in which this corridor develops is important for five major reasons. First, the watershed supports sensitive resources including wetlands and riparian habitat, as well as the wildlife species typically associated with these areas. Second, existing land uses and zoning designations may not be appropriate or compatible to protect these resources. Third, urbanization in the watershed has the potential to accelerate sedimentation into Buena Vista Lagoon (see Buena Vista Lagoon Watershed Sediment Control Plan). Fourth, there are significant traffic issues along this corridor related to Highway 78 on- and off-ramps, El Camino Real, Rancho Del Oro overpass, and Marron Road. Fifth, the burgeoning urbanization along this corridor has the potential to severely degrade the aesthetic worth of this valuable resource area. Due to the sensitivity of this area, the City may want to examine the feasibility of requiring a comprehensive plan addressing preservation and development within the Buena Vista Creek Watershed.

III. GOALS, OBJECTIVES AND IMPLEMENTING POLICIES AND ACTION PROGRAMS

OVERALL LAND USE PATTERN

A. GOALS

A.1 A City which preserves and enhances the environment, character and image of itself as a desirable residential, beach and open space oriented community.

A.2 A City which provides for an orderly balance of both public and private land uses within convenient and compatible locations throughout the community and ensures that all such uses, type, amount, design and arrangement serve to protect and enhance the environment, character and image of the City.

A.3 A City which provides for land uses which through their arrangement, location and size, support and enhance the economic viability of the community.

B. OBJECTIVES

B.1 To create a distinctive sense of place and identity for each community and neighborhood of the City through the development and arrangement of various land use components.

B.2 To create a visual form for the community, that is pleasing to the eye, rich in variety, highly identifiable, reflecting cultural and environmental values of the residents.

B.3 To provide for the social and economic needs of the community in conjunction with permitted land uses.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Arrange land uses so that they preserve community identity and are orderly, functionally efficient, healthful, convenient to the public and aesthetically pleasing.

C.2 Establish development standards for all land use categories that will preserve natural features and characteristics, especially those within rural, coastal and/or hillside areas.

C.3 Ensure that the review of future projects places a high priority on the compatibility of adjacent land uses along the interface of different density categories. Special attention should be given to buffering and transitional methods, especially, when reviewing properties where different residential densities or land uses are involved.

C.4 Encourage clustering when it is done in a way that is compatible with existing, adjacent development.

C.5 Enter into discussions and negotiations with other cities, the county, or responsible agencies when prospective developments in their areas are incompatible with adjacent Carlsbad areas in regards to land uses, density, type of dwellings or zoning. Attention should be given to the use of transitional methods to ensure compatibility.

C.6 Review the architecture of buildings with the focus on ensuring the quality and integrity of design and enhancement of the character of each neighborhood.

C.7 Evaluate each application for development of property with regard to the following specific criteria:

1. Site design quality which may be indicated by the harmony of the proposed buildings in terms of size, height and location, with respect to existing neighboring development.

2. Site design quality which may be indicated by the amount and character of landscaping and screening.

3. Site design quality which may be indicated by the arrangement of the site for efficiency of circulation, or onsite and offsite traffic safety, privacy, etc.

4. The provision of public and/or private usable open space and/or pathways designated in the Open Space and Parks and Recreation Elements.

5. Contributions to and extensions of existing systems of foot or bicycle paths, equestrian trails, and the greenbelts provided for in the Circulation, Parks and Recreation and Open Space Elements of the General Plan.

6. Compliance with the performance standards of the Growth Management Plan.

7. Development proposals which are designed to provide safe, easy pedestrian and bicycle linkages to nearby transportation corridors.

8. The provision of housing affordable to lower and/or moderate income households.

9. Policies and programs outlined in Local Coastal Programs where applicable.

C.8 Provide for a sufficient diversity of land uses so that schools, parks and recreational areas, churches and neighborhood shopping centers are available in close proximity to each resident of the City.

C.9 Consider the social, economic and physical impacts on the community when implementing the Land Use Element.

C.10 Encourage and promote the establishment of childcare facilities in safe and convenient locations throughout the community to accommodate the growing demand for childcare in the community caused by demographic, economic and social forces.

C.11 Restrict buildings used for large public assembly, including, but not limited to schools, theaters, auditoriums and high density residential development, to those areas which are relatively safe from unexpected seismic activity and hazardous geological conditions.

C.12 Develop and retain open space in all categories of land use.

C.13 Pursuant to Section 65400(b) of the Government Code, the Planning Commission shall do both of the following:

1. Investigate and make recommendations to the City Council regarding reasonable and practical means for implementing the general plan or element of the general plan, so that it will serve as an effective guide for orderly growth and development, preservation and conservation of open-space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the general plan.

2. Provide an annual report, by October 1 of each year, to the City Council, the Office of Planning and Research, and the Department of Housing and Community Development regarding:

(a) The status of the plan and progress in its implementation, including the progress in meeting its share of regional housing needs determined pursuant to Section 65584 and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing pursuant to paragraph (3) of subdivision (c) of Section 65583.

(b) The degree to which its approved general plan complies with the guidelines developed and adopted pursuant to Section 65040.2, and the date of the last revision to the general plan.

C.14 Develop a periodic five year plan to thoroughly review the General Plan and revise the document as necessary.

C.15 Develop a program establishing policies and procedures for amending both mandatory and optional elements of the General Plan.

C.16 Amend Title 21 of the Carlsbad Municipal Code (zoning ordinance and map), as necessary, to be consistent with the approved land use revisions of the General Plan and General Plan Land Use Map.

C.17 Amend the Local Coastal Programs, as required, to be consistent with the updated General Plan, or amend the General Plan to be consistent with the Local Coastal Program.

C.18 Update the adopted Local Facilities Management Plans to reflect relevant changes mandated by the General Plan Update.

C.19 Conduct a comprehensive review of General Plan boundary lines when improved technology becomes available so that boundary lines follow assessor property lines as closely as possible. In addition, where General Plan boundary lines split an individual parcel into two or more sections, the boundary line shall be located as accurately as possible based on mapping done at the time of project approval.

C.20 Update and revise all maps affected by the General Plan Update to reflect all land use changes.

GROWTH MANAGEMENT AND PUBLIC FACILITIES

A. GOALS

A.1 A City which ensures the timely provision of adequate public facilities and services to preserve the quality of life of residents.

A.2 A City which maintains a system of public facilities adequate for the projected population.

A.3 A City that responsibly deals with the disposal of solid and liquid waste.

B. OBJECTIVES

B.1 To develop programs which would correlate the ultimate density and projected population with the service capabilities of the City.

B.2 To achieve waste stream diversion goals of 25% by 1995, and 50% by the year 2000 pursuant to the City's Source Reduction and Recycling Program.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Permit the approval of discretionary actions and the development of land only after adequate provision has been made for public facilities and services.

C.2 Require compliance with the following public facility performance standards, adopted September 23, 1986, to ensure that adequate public facilities are provided prior to or concurrent with development:

PUBLIC FACILITY AND SERVICE PERFORMANCE STANDARDS

City Administration Facilities

1,500 square feet per 1,000 population must be scheduled for construction within a five year period.

Library

800 square feet per 1,000 population must be scheduled for construction within a five year period.

Wastewater Treatment Capacity

Sewer plant capacity is adequate for at least a five year period.

Parks

Three acres of community park or special use park per 1,000 population within the Park District, must be scheduled for construction within a five year period.

Drainage

Drainage facilities must be provided as required by the City concurrent with development.

Circulation

No road segment or intersection in the zone nor any road segment or intersection out of the zone which is impacted by development in the zone shall be projected to exceed a service level C during off-peak hours, nor service level D during peak hours. Impacted means where 20% or more of the traffic generated by the local facilities management zone will use the road segment or intersection.

Fire

No more than 1,500 dwelling units outside of a five minute response time.

Open Space

Fifteen percent of the total land area in the zone exclusive of environmentally constrained non-developable land must be set aside for permanent open space and must be available concurrent with development.

Schools

School capacity to meet projected enrollment within the zone as determined by the appropriate school district must be provided prior to projected occupancy.

Sewer Collection System

Trunk line capacity to meet demand as determined by the appropriate sewer district must be provided concurrent with development.

Water Distribution System

Line capacity to meet demand as determined by the appropriate water district must be provided concurrent with development. A minimum 10 day average storage capacity must be provided concurrent with development.

C.3 Ensure that funding for necessary public service and facilities is guaranteed prior to any development approvals, grading or building permits.

C.4 Coordinate the type, location, and amount of growth in the City with the City's Capital Improvement Program (CIP) to ensure that adequate funding is available to provide service and facilities.

C.5 Prioritize the funding of projects in the Capital Improvement Program to provide facilities and services to infill areas in the City or areas where existing deficiencies exist.

C.6 Maintain the Growth Monitoring Program which gives the City the ability to measure its public service requirements against the rate of physical growth. This information should be used when considering developmental requests and will allow the City to set its own direction for growth and establish priorities for capital improvement funding.

C.7 The City Council or the Planning Commission shall not find that all necessary public facilities will be available concurrent with need as required by the Public Facilities Element and the City's Growth Management Plan unless the provision of such facilities is guaranteed. In guaranteeing that the facilities will be provided emphasis shall be given to ensuring good traffic circulation, schools, parks, libraries, open space and recreational amenities. Public facilities may be added. The City Council shall not materially reduce public facilities without making corresponding reductions in residential densities.

C.8 Ensure that the dwelling unit limitation of the City's Growth Management Plan is adhered to by annual monitoring and reporting. The City shall not approve any General Plan amendment, zone change, tentative subdivision map or other discretionary approval for a development which could result in development above the limit. The City Council shall not materially reduce public facilities without making corresponding reductions in residential densities.

C.9 Cooperate with other jurisdictions to ensure the timely provision of solid waste management and sewage disposal capacity.

C.10 Manage the disposal or recycling of solid waste and sewage within the City.

C.11 Cooperate with other cities in the region to site and operate both landfill and recycling facilities.

C.12 Continue to phase in all practical forms of mandatory recycling, to the extent possible.

RESIDENTIAL

A. GOAL

A City which provides for a variety of housing types and density ranges to meet the diverse economic and social requirements of residents, yet still ensures a cohesive urban form with careful regard for compatibility while retaining the present predominance of single family residences.

B. OBJECTIVES

B.1 To achieve a variety of safe, attractive housing in all economic ranges throughout the City.

B.2 To preserve the neighborhood atmosphere and identity of existing residential areas.

B.3 To offer safe, attractive residential areas with a wide range of housing types, styles and price levels in a variety of locations.

B.4 To ensure that new master planned communities and residential specific plans contribute to a balanced community by providing, within the development, adequate areas to meet some social/human service needs such as sites for worship, daycare, youth and senior citizen activities, etc.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Encourage the provision of low and moderate income dwelling units to meet the objectives of the City's Housing Element.

C.2 Allow density increases, above the maximum residential densities permitted by the General Plan, to enable the development of lower-income affordable housing, through the processing of a site development plan. Any site development plan application request to increase residential densities (either above the Growth Management Control Point or upper end of the residential density range(s)), for purposes of providing lower-income affordable housing, shall be evaluated relative to: (a) the proposal's compatibility with adjacent land uses; (b) the adequacy of public facilities; and (c) the project site being located in proximity to a minimum of one of the following: a freeway or major roadway, a commercial center, employment opportunities, a City park or open space, or a commuter rail or transit center.

C.3 Consider density and development right transfers in instances where a property owner is preserving open space in excess of normal city requirements.

C.4 Limit medium and higher density residential developments to those areas where they are compatible with the adjacent land uses, and where adequate and convenient commercial services and public support systems such as streets, parking, parks, schools and utilities are, or will be, adequate to serve them.

C.5 Locate multi-family uses near commercial centers, employment centers, and major transportation corridors.

C.6 Encourage cluster-type housing and other innovative housing design that provides adequate open space areas around multi-family developments, especially when located adjacent to commercial or industrial development.

C.7 Locate higher density residential uses in close proximity to open space, community facilities, and other amenities.

C.8 Consider high and medium high density residential areas only where existing or proposed public facilities can accommodate the increased population.

C.9 Coordinate provision of peripheral open areas in adjoining residential developments to maximize the benefit of the open space.

C.10 Encourage a variety of residential accommodations and amenities in commercial areas to increase the advantages of "close in" living and convenient shopping.

C.11 Require new residential development to provide pedestrian and bicycle linkages, when feasible, which connect with nearby community centers, parks, schools, points of interest, major transportation corridors and the proposed Carlsbad Trail System.

C.12 Require new master planned developments and residential specific plans of over 100 acres to provide usable acres to be designated for community facilities such as daycare, worship, youth and senior citizen activities. The exact amount of land will be determined by a future amendment to the Planned Community Zone.

C.13 Introduce programs to revitalize all residential areas which are deteriorating or have a high potential of becoming deteriorated.

C.14 Ensure that all hillside development is designed to preserve the visual quality of the preexisting topography.

C.15 Consider residential development, which houses employees of businesses located in the PM Zone, when it can be designed to be a compatible use as an integral part of an industrial park.

COMMERCIAL

A. GOALS

A.1 A City that achieves a healthy and diverse economic base by creating a climate for economic growth and stability to attract quality commercial development to serve the employment, shopping, recreation, and service needs of Carlsbad residents.

A.2 A City which provides for the development of compatible, conveniently located neighborhood shopping centers.

A.3 A City which promotes economic development strategies, for commercial, industrial, office and tourist-oriented land uses.

A.4 A City which promotes recreational and tourist oriented land uses which serve visitors, employees of the industrial and business centers, as well as residents of the city.

B. OBJECTIVES

B.1 To limit the amount of new commercial land use designations to that which can feasibly be supported by the current growth rate of the trade area and the City, and to those which are consistent with the prime concept and image of the community as a desirable residential, open space community.

B.2 To ensure that all residential areas are adequately served by commercial areas in terms of daily shopping needs which include convenience goods, food, and personal services.

B.3 To establish and maintain commercial development standards to address landscaping, parking, signs, and site and building design, to ensure that all existing and future commercial developments are compatible with surrounding land uses.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Utilize the following guidelines in distributing neighborhood commercial zoning, until such time as precise locations for neighborhood commercial facilities are developed.

1. While there is no absolute standard for the number of neighborhood commercial acres needed to adequately service a given number of people, there should generally be one acre of neighborhood commercial development per 1,000 population of the service area. This standard should be tempered by the character of each particular service area.

2. Require new master plans and residential specific plans and other large development proposals to provide, within the proposed development, a neighborhood commercial site located generally at the intersection of prime, major, or secondary arterials in consolidated centers (rather than linear development). At least one corner of one such intersection must be developed as neighborhood commercial unless the applicant can show why another nearby site is better.

3. Locate neighborhood commercial sites generally one mile apart and at an optimal distance from other commercial centers.

4. Locate neighborhood commercial development so that, wherever possible, it is centrally located within its service area.

5. To determine the adequacy and appropriateness of neighborhood commercial development, justification in the form of a statistical analysis of the market service area of a proposed neighborhood, community, or regional commercial development shall be provided by the developer at the time of application for zoning.

6. Regularly review and evaluate excessive undeveloped commercial zoning for its ability to serve the community.

C.2 Locate neighborhood commercial centers in such a way as to complement but not conflict with adjoining residential areas. This shall be accomplished by:

1. Limiting such facilities to one corner of an intersection where at least one of the streets is classified as a prime, major, or secondary arterial in the Circulation Element.

2. Limiting their number so that they are at least one mile from another commercial center.

3. Controlling lights, signage, and hours of operation to avoid adversely impacting surrounding uses.

4. Requiring adequate landscaped buffers between commercial and residential uses.

5. Providing bicycle and pedestrian links between proposed neighborhood commercial centers and surrounding residential uses.

C.3 Comprehensively design all commercial centers to address common ingress and egress, adequate off-street parking and loading facilities. Each center should be easily accessible by pedestrians, bicyclists, and automobiles to nearby residential development.

C.4 Ensure that commercial architecture emphasizes establishing community identity while presenting tasteful, dignified and visually appealing designs compatible with their surroundings.

C.5 Ensure that all commercial development provides a variety of courtyards and pedestrian ways, bicycle trails, landscaped parking lots, and the use of harmonious architecture in the construction of buildings.

C.6 Permit the phasing of commercial projects to allow initial development and expansion in response to demographic and economic changes. Site designs should illustrate the ultimate development of the property and/or demonstrate their ability to coordinate and integrate with surrounding development.

C.7 Encourage commercial recreation or tourist destination facilities, as long as they protect the residential character of the community and the opportunity of local residents to enjoy (in a safe, attractive and convenient manner) the continued use of the beach, local transportation, and parking facilities.

C.8 Orient travel/recreation commercial areas along the I-5 corridor, in the Village, or near resort/ recreation areas.

C.9 Revise Section 21.29.030 of the Zoning Ordinance (Commercial Tourist Zone, Permitted Uses and Structures) to more accurately reflect the intent of the Travel/Recreation Commercial general plan designation to serve the traveling public, visitors to the city, as well as employees of business and industrial centers.

C.10 Review parking requirements for commercial areas on a periodic basis to ensure adequate parking and to address identified parking problems.

C.11 Establish procedures that require a conceptual site plan and statistical analysis of the market service area to be analyzed to determine the feasibility and apprpriateness of the proposed development (anchor tenant(s), trade area, location, etc.) as a neighborhood, community, or regional commercial center.

C.12 Since the existence of a Neighborhood, Community, or Regional commercial land use designation impacts the ability for other sites in the vicinity to meet the location requirements of an adequate market these commercial land use designations (future) that are not developed will be reviewed within two years from the date of approval of this document and every five years thereafter to determine whether the designation remains appropriate. If it is found that the classification is no longer appropppriate, the site shall be redesignated by the City as Unplanned Area (UA). For the site to then be redesignated from UA to another land use classification, a general plan amendment must be approved. For the site to be redesignated to residential uses, a finding of consistency with the City's Growth Management Program must be made. Commercial sites with these designations which are located within Master/Specific Plan areas will be exempt from the periodic commercial review because by definition these are long range, forecast plans. Such sites, however, will be subject to the regular five year review required for undeveloped Master Plans.

C.13 Strip commercial development shall be discouraged along scenic roadways and major thoroughfares, including but not limited to El Camino Real, so that land uses and scenic roadways are preserved and enhance the visual, environmental and historical characteristics of the local community through sensitive planning and design of transportation and utility corridors.

VILLAGE

A. GOALS

A.1 A City which preserves, enhances, and maintains the Village as a place for living, working, shopping, recreation, civic and cultural functions while retaining the village atmosphere and pedestrian scale.

A.2 A City which creates a distinct identity for the Village by encouraging activities that traditionally locate in a pedestrian-oriented downtown area, including offices, restaurants, and specialty retail shops.

A.3 A City which encourages new economic development in the Village and near transportation corridors to attract additional tourist-oriented uses and to also retain and increase resident-serving uses.

A.4 A City that encourages a variety of complementary uses such as a combination of residential and commercial uses to generate pedestrian activity and create a lively, interesting social environment and a profitable business setting.

B. OBJECTIVE

To implement the Redevelopment Plan by developing a comprehensive plan to address the unique residential and commercial needs of this segment of the community.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Provide a variety of commercial and tourist recreational activities in the Village, especially close to the beach, in connection with special entertainment facilities, restaurants and other uses which will foster the community concept.

C.2 Support land uses around the intersection of Walnut Avenue and Roosevelt Street that preserve and support the ethnic heritage of the area. The appropriate land uses to accomplish this shall be determined in conjunction with the completion of the Redevelopment Master Plan and the Community Design and Land Use Plan for the Barrio.

C.3 Attempt to acquire additional parking areas in the Village and beach area.

C.4 Seek ways of strengthening existing establishments through facade and streetscape improvements, upgraded public and private landscaping and aesthetically-upgraded signage.

C.5 Promote inclusion of housing opportunities in the Village as part of a mixed-use concept.

INDUSTRIAL

A. GOAL

A City which develops an industrial base of light, pollution-free industries of such magnitude as will provide a reasonable tax base and a balance of opportunities for employment of local residents.

B. OBJECTIVES

B.1 To provide industrial lands which can accommodate a wide range of industrial uses, including those of relatively high intensity, while minimizing negative impacts to surrounding land uses.

B.2 To provide and protect industrial lands for the development of communities of high technology, research and development industries and related uses set in campus or park-like settings.

B.3 To provide and protect industrial lands which can accommodate a wide range of moderate to low intensity industrial uses capable of being located adjacent to residential areas with minimal buffering and attenuation measures.

B.4 To concentrate new industrial uses within the present boundaries of the industrial corridor as shown on the Land Use Plan.

B.5 To encourage planned industrial parks as the preferred method of accommodating industrial uses.

B.6 To ensure that planned industrial parks serve the commercial needs of employees by providing commercial development sites within each park.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Limit the amount of new industrial land uses to those which can feasibly be supported by desirable environmental quality standards and the current growth rate of the trade area and the City. Protect these areas from encroachment by incompatible land uses.

C.2 Limit general industrial development within the community to those areas and uses with adequate transportation access. These areas should be appropriate to and compatible with surrounding land uses including the residential community.

C.3 Provide for industrial sites that are large enough and level enough to permit ample space to meet onsite development standards as well as areas for expansion.

C.4 Concentrate more intense industrial uses in those areas least desirable for residential development -- in the general area of the flight path corridor of McClellan-Palomar Airport.

C.5 Protect the integrity and promote the identity of industrial districts by bounding them by significant physical features such as primary streets, streams and railroads.

C.6 Ensure that the physical development of industrial areas recognizes the need for compatibility among the industrial establishments involved and does not permit incompatible uses.

C.7 Recognize that the existing boundaries of the industrial corridor along Palomar Airport Road reflect the impact of the present size and operation of the airport especially as it relates to residential type uses. Therefore, no expansion of the boundaries of the airport should be considered, without authorization by a majority of the Carlsbad electorate as required by Carlsbad Municipal Code Section 21.53.015.

C.8 Require new industrial specific plans to provide, within the proposed development, a commercial site designed to serve the commercial needs of the occupants of the business park. Such a site should be located generally at the intersection of prime, major or secondary arterials in consolidated centers. At least one corner of one such intersection must be developed as commercial unless the applicant can show why another nearby site is better.

C.9 Allow, by conditional use permit, ancillary commercial, office and recreational uses when clearly oriented to support industrial developments and their populations. These include but are not limited to commercial services, conference facilities, daycare centers, recreation facilities and short term lodging.

C.10 Require new industrial development to be located in modern, attractive, well-designed and landscaped industrial parks in which each site adequately provides for internal traffic, parking, loading, storage, and other operational needs.

C.11 Regulate industrial land uses on the basis of performance standards, including, but not limited to, noise, emissions, and traffic.

C.12 Control nuisance factors (noise, smoke, dust, odor and glare) and do not permit them to exceed city, state and federal standards.

C.13 Require private industrial developers to provide for the recreational needs of employees working in the industrial area.

C.14 Screen all storage, assembly, and equipment areas completely from view. Mechanical equipment, vents, stacks, apparatus, antennae and other appurtenant items should be incorporated into the total design of structures in a visually attractive manner or should be entirely enclosed and screened from view.

C.15 Analyze the feasibility of zone changes to redesignate the Commercial Manufacturing Zone and the Manufacturing Zone as Planned Industrial Zones.

AGRICULTURE

A. GOALS

A.1 A City which prevents the premature elimination of agricultural land and preserves said lands wherever possible.

A.2 A City which supports agriculture while planning for possible transition to urban uses.

B. OBJECTIVES

B.1 To permit agricultural land uses throughout the City.

B.2 To conserve the largest possible amount of undeveloped land suitable for agricultural purposes, through the willing compliance of affected parties.

B.3 To develop measures to ensure the compatibility of agricultural production and adjacent land uses.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Support and utilize all measures available, including the Williamson Act, to reduce the financial burdens on agricultural land, not only to prevent premature development, but also to encourage its continued use for agricultural purposes.

C.2 Participate with neighboring cities and communities in projects leading to preservation of agricultural resources and other types of open space along mutual sphere of influence boundaries.

C.3 Consider the acquisition of lands or property rights for permanent agricultural uses through methods or means such as trusts, foundations, and city-wide assessment districts.

C.4 Attempt to preserve the flower fields or lands east of I-5 to the first ridgeline between Cannon Road and Palomar Airport Road, through whatever method created and most advantageous to the City of Carlsbad.

C.5 Buffer agriculture from more intensive urban land uses with mutually compatible intermediate land uses.

C.6 Encourage soil and water conservation techniques in agricultural activities.

ENVIRONMENTAL

A. GOAL

A City which protects and conserves natural resources, fragile ecological areas, unique natural assets and historically significant features of the community.

B. OBJECTIVE

To establish the preservation of the natural habitat of the rivers, river banks, streams, bays, lagoons, estuaries, marshes, beaches, lakes, shorelines and canyons as a high priority.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Preserve Buena Vista Lagoon and Batiquitos Lagoon as visual resources and wildlife preserves.

C.2 Ensure that slope disturbance does not result in substantial damage or alteration to major significant wildlife habitat or significant native vegetation areas unless they present a fire hazard as determined by the Fire Marshal.

C.3 Ensure that grading for building pads and roadways is accomplished in a manner that maintains the appearance of natural hillsides.

C.4 Relate the density and intensity of development on hillsides to the slope of the land to preserve the integrity of hillsides.

C.5 Limit future development adjacent to the lagoons and beach in such a manner so as to provide to the greatest extent feasible the physical and visual accessibility to these resources for public use and enjoyment.

C.6 Ensure the preservation and maintenance of the unique environmental resources of the Agua Hedionda Lagoon while providing for a balance of public and private land uses through implementation of the Agua Hedionda Land Use Plan.

C.7 Require comprehensive environmental review in accordance with the California Environmental Quality Act (CEQA) for all projects that have the potential to impact natural resources or environmental features.

C.8 Require that the construction of all projects be monitored to ensure that environmental conditions and mitigating measures are fully implemented and are successful.

C.9 Implement to the greatest extent feasible the natural resource protection policies of the Local Coastal Program.

C.10 Utilize the goals, objectives and implementing policies of the Open Space Element regarding environmental resources that should be protected as open space.

C.11 Participate in programs that restore and enhance the City's degraded natural resources.

C.12 Implement the Batiquitos Lagoon Enhancement Plan.

TRANSPORTATION CORRIDOR

A. GOAL

A City which supports the improvement and modernization of railroad facilities within Carlsbad and the region.

B. OBJECTIVES

B.1 To support the installation and operation of a commuter rail system in Carlsbad.

B.2 To encourage the use of the excess railroad right-of-way for landscaping, parking facilities, recreation areas, trails and similar uses.

C. IMPLEMENTING POLICY AND ACTION PROGRAM

Adopt a comprehensive plan addressing the design and location of future commuter rail stations as well as methods of improving the appearance and public use of the railroad right-of-way.

SPECIAL PLANNING CONSIDERATIONS--AIRPORT

A. GOAL

A City which maintains land use compatibility between McClellan-Palomar Airport and surrounding land uses.

B. OBJECTIVES

B.1 To encourage the continued operation of McClellan-Palomar Airport as a general aviation airport.

B.2 To prohibit the expansion of McClellan-Palomar Airport unless approved by a majority vote of the Carlsbad electorate. (Section 21.53.015, Carlsbad Municipal Code.)

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Require all parcels of land located in the Airport Influence Area to receive discretionary approval as follows: all parcels must process either a site development plan,planned industrial permit, or other discretionary permit. Unless otherwise approved by City Council, development proposals must be in compliance with the noise standards of the Comprehensive Land Use Plan (CLUP) and meet FAA requirements with respect to building height as well as the provision of obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider County Airport Land Use Commission recommendations in the review of development proposals.

C.2 Coordinate with the San Diego Association of Governments and the Federal Aviation Administration to protect public health, safety and welfare by ensuring the orderly operation of the Airport and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airport.

SPECIAL PLANNING CONSIDERATIONS--REGIONAL ISSUES

A. GOAL

A City which participates with other cities in the County, through the San Diego Association of Governments, in working towards the solution of regional issues.

B. OBJECTIVE

To participate with other cities in the County in developing a Regional Growth Management Strategy.

C. IMPLEMENTING POLICY AND ACTION PROGRAM

Implement the policies of the Regional Growth Management Strategy when the program is adopted by the City.

IV. GLOSSARY

AGUA HEDIONDA LAND USE PLAN

The Local Coastal Plan for the area surrounding Agua Hedionda Lagoon.

BEACH AREA OVERLAY

Special zoning regulations affecting parking, height and processing requirements for residentially zoned property in the area bounded by the Pacific Ocean, the AT&SF Railroad, Buena Vista Lagoon and Agua Hedionda Lagoon.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Requires the assessment of projects for environmental effects, establishes procedures for preparing and processing environmental documents and includes requirements for the monitoring of environmental mitigation conditions placed on a project.

CAPITAL IMPROVEMENT PROGRAM (PLAN) (CIP)

A city's governmental budget that programs public facilities to fit its fiscal capability some years into the future. Capital improvement programs are usually projected five years in advance and should be updated annually, so as to provide a link to the annual budgeting process.

CEQA

See California Environmental Quality Act.

CIP

See Capital Improvement Program.

CITYWIDE FACILITIES AND IMPROVEMENTS PLAN

A plan which identifies the public facilities which will be needed when the City is completely developed.

CLUSTERING/CLUSTER-TYPE HOUSING

Development pattern in which the uses are grouped or "clustered" through a density transfer, rather than spread evenly throughout a parcel as in conventional lot-by-lot development. A zoning ordinance may authorize such development by permitting smaller lot sizes if a specified portion of the land is kept in permanent open space either through public dedication or through creation of a homeowners association.

CONDITIONAL USE PERMIT (CUP)	A use that may locate in certain zones provided it will not be detrimental to the public health, safety, and welfare and will not impair the integrity and character of the zone. The Planning Commission approves subject to conditions and each application is considered on its own merits.
DEFENSIBLE SPACE	Concept of urban space designed to inhibit crime by utilizing the proprietary concerns of residents. Key ingredients in designing defensible space include: improving the natural capability of residents to visually survey the public areas of their residential environment; enhancing spheres of territorial influence within which residents can easily adopt proprietary attitude; and, enhancing safety through the strategic geographic locations of intensively used community facilities.
DENSITY BONUS PROGRAM	A density increase of at least 25% over the otherwise maximum allowable residential density under the applicable zoning and land use.
ENVIRONMENTALLY SENSITIVE LANDS	Open space lands which are constrained or prohibited from development including beaches, lagoons, wetlands, other permanent water bodies, riparian habitats and steep slopes.
GMP	See Growth Management Plan.
GROWTH MANAGEMENT PROGRAM/ PLAN (GMP)	A comprehensive approach to land use planning now and in the future. It links residential, commercial and industrial development directly to the availability of public services and facilities. It sets limits on the total number of housing units to be built and increases the total amount of open space to be preserved in the City.
GROWTH MANAGEMENT ZONE	A geographically-defined area in the City, the boundaries of which were based upon logical facilities and improvements planning relationships. Under the City's Growth Management Plan, there are 25 zones and a plan for facilities and improvements is required for each zone before development can occur.

LCP	See Local Coastal Program.
LFMP	See Local Facilities Management Plan.
LOCAL COASTAL PROGRAM (PLAN) (LCP)	A specifically prepared land use plan for the portion of the City located within the Coastal boundaries as defined by the State Coastal Act. The plan must address the protection of coastal resources and public access to the coastline.
LOCAL FACILITIES MANAGEMENT PLAN (LFMP)	Shows how and when the following facilities and improvements necessary to accommodate development within the zone will be installed or financed: city administrative facilities, library, wastewater treatment, parks, drainage, circulation, fire facilities, open space, schools, sewer facilities and water facilities.
MASTER PLAN	A plan that supplements and provides more detail to the General Plan and the Land Use Element as it applies to a large piece of land in the City.
MULTI-FAMILY	A residential structure or building that contains more than one dwelling unit or home.
PD	See Planned Development.
PLANNED DEVELOPMENT (PD)	A contained development, often with a mixture of housing types and densities, in which the subdivision and zoning controls are applied to the project as a whole rather than to individual lots as in most subdivisions. Therefore, densities are calculated for the entire development, usually permitting a trade-off between clustering of houses and provision of common open space.
PUBLIC FACILITIES	Uses or structures that provide services to the public such as a library, city hall, fire station, police station, park, traffic signal or major street.
REDEVELOPMENT	An area of the City which is officially designated for rehabilitation or redevelopment because some or all of the buildings are old and often substandard.

RIGHT-OF-WAY

The area of land which has been dedicated for public use for transportation purposes (i.e. a street, freeway or railroad).

SANDAG

See San Diego Association of Governments.

SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG)

The regional planning agency for the San Diego Region of which Carlsbad is a member agency.

SDP

See Site Development Plan.

SITE DEVELOPMENT PLAN (SDP)

A plan showing uses and structures proposed for a parcel of land.

SPECIFIC PLAN

Similar to a master plan. A plan adopted by the City to implement its General Plan for designated areas. It contains the locations and standards for land use densities, streets, and other public facilities in greater detail than the General Plan and the Land Use Plan.

STRIP COMMERCIAL

A conglomeration of commercial development extending along both sides of a major street leading out of the center of a city. In zoning terms, a strip zone may refer to a district consisting of a ribbon of highway commercial uses fronting both sides of a major arterial route.

TENTATIVE SUBDIVISION MAP

A proposal to subdivide land into five or more lots or units. A final map which conforms to the tentative map completes the subdivision process.

UNACCEPTABLE RISK

Level of risk above which specific action by government is deemed to be necessary to protect life and property.

VARIANCE

A device which grants a property owner relief from certain provisions of a zoning ordinance, when because of the particular physical surroundings, shape, or topographical condition of the property, compliance would result in a particular hardship upon the owner, as distinguished from a mere inconvenience or a desire to

enhance an investment. A variance may be granted, for example, to reduce yard or setback requirements, or the number of parking or loading spaces. Authority to decide variances is usually vested in the Planning Commission.

Circulation Element

Heritage Hall was built in 1926 to house the congregation of St. Patrick's Church at the southeast corner of Harding Street and Oak Avenue. In 1952 the church was moved across the street where it became the City's first administrative offices. Over the next few years it served as home to the City Manager, City Council, Police Department and Fire Department, and as a County branch library. As new City offices were constructed and City departments moved out, use of the building changed from that of City Hall, to the City library, to the children's library, to a studio for the North County Ballet. Finally, in 1979 the sturdy little structure was slated for demolition to make way for a parking lot; however, it was rescued from demolition by a coalition consisting of Friends of the Library, the Carlsbad Historical Society and volunteer building tradesmen who arranged for it to be moved to Magee Historical Park. With only minor repairs, the old church once again became a public meeting place.

Note: Information derived in part from SEEKERS OF THE SPRING, by Marjorie Howard-Jones.

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I. INTRODUCTION

A. BACKGROUND AND INTENT

The Circulation Element for the City of Carlsbad is a comprehensive plan for the circulation of people, goods, energy, water, sewage, storm waters, communications, and services. The primary focus of the document is to provide for the safe and efficient movement of people and goods within the City and to provide for public access to all existing and future land uses identified in the Land Use Element of the General Plan. It also identifies how transportation systems will link with surrounding jurisdictions and be coordinated with regional transportation plans.

To ensure that circulation facilities are provided concurrent with their need, the City has adopted numerous policies, programs and ordinances, including the Growth Management Program. In addition, new regulations have mandated compliance with the requirements of the California Clean Air Act and Federal Clean Water Acts. These new state and federal regulations require implementation of both a Transportation Demand Management Program and Storm Water Quality Management Program, respectively. The Circulation Element incorporates policies and action plans to implement these new requirements together with requirements of the Growth Management Program.

The City contains many scenic and historical areas traversed by existing and proposed roadways. From an aesthetic, environmental and historical perspective, it is important to preserve as much of the natural qualities of these areas as possible in order to maintain the distinctive character of the City. In previous versions of the General Plan, the City maintained a separate Scenic Roadways Element to accomplish the task of preserving and enhancing the scenic quality of the City. Changes to State law in 1981 eliminated the mandatory inclusion of a Scenic Roadways Element within the General Plan. In an effort to reduce the number and complexity of elements within the City's General Plan, the goals, objectives, policies and action plans necessary to preserve the scenic quality of roadways within the City have been retained, but have been incorporated into the Circulation Element.

The Circulation Element includes several maps and graphics. Street classifications used in Carlsbad, described according to their function and the amount of traffic they carry, are shown in Table 1: Street Classifications. The Circulation Plan is illustrated on Map 1. The Street Design Standards used by the City are shown on Figure 1. Bicycle Routes and High Pressure Gas and Petroleum Mains are shown on Map 2 and Map 3.

B. STATE LAW

A Circulation Element is required by State law (Government Code Section 65032(b)) and must consist of "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the Land Use Element of the General Plan". The Circulation Element must state the overall goals, objectives and policies concerning the circulation needs of the City and specifically address issues relating to major thoroughfares, transportation routes, terminals and other local public utilities and facilities. The City of Carlsbad's Circulation Element also addresses issues of public transit, bicycle and pedestrian routes and facilities, railroads and light rail transit, air travel, parking, transportation demand management, and vehicular and pedestrian safety.

C. RELATIONSHIP TO OTHER ELEMENTS

The Circulation Element is most closely related to, and is a reflection of, the Land Use Element of the General Plan. The Circulation Plan was developed in conjunction with computerized traffic modeling and analysis utilizing the projected land uses contained in Carlsbad's Land Use Element as well as land use plans of surrounding communities. The most recent modeling effort for the City of Carlsbad was conducted in 1990 by the San Diego Association of Governments (SANDAG) using the TranPlan computer program. Results of the modeling effort indicate that the proposed Circulation Plan contained in this document will adequately serve the proposed land uses.

The comprehensive nature of the Circulation Element requires that it relate to and correlate with all

other elements of the General Plan including the Noise, Housing, Open Space and Conservation, Parks and Recreation, and Public Safety Elements. All these elements address various aspects of the circulation system and together they provide the basic policies and guidelines for the development of a safe, efficient and aesthetically pleasing transportation network. These elements should be referred to for more detailed discussion. For example, the public facilities discussed in the Circulation Element are also discussed in the Land Use Element. It is the policy of the City of Carlsbad that the Circulation Element be consistent with all other elements of the General Plan.

D. THE CITY OF CARLSBAD SETTING

The dominant natural and manmade features in Carlsbad, which establish the framework within which the circulation network must function, include the Pacific Ocean to the west, the three natural lagoons extending from the ocean to the interior of the City, the steep hills and canyons which punctuate the eastern half of the community, Highway 78 along the northern boundary, the Coast Highway, the AT&SF railroad and Interstate 5. These features all serve to separate the coastal portion of the City from the interior portion. There are three major, existing, arterial roads in the City, including, El Camino Real which runs north and south through the center of the City, Palomar Airport Road which runs east and west through the center of the City, and Rancho Santa Fe Road which runs along the southern and easterly boundary of the City. In addition, Carlsbad has a general aviation commuter airport located in the central portion of the City adjacent to the intersection of Palomar Airport Road and El Camino Real. Goals, objectives, and policies and programs related to air transportation are included in this element, but are also discussed in the Land Use Element.

Given the existing topographic constraints, the City has developed an integrated land use and circulation plan to take advantage of the natural landform features and the existing transportation facilities. A major challenge for the City in the future will be to complete the remaining roadway segments of the Circulation Element in a timely manner within a climate of increasingly strict environmental guidelines. The City must also find ways to refine the existing circulation network in the developed portions of the City to accommodate increased redevelopment activity and the development of surrounding communities. Finally, it is recognized that the City circulation system is a part of the larger regional, state, and national transportation systems. As such, the City circulation system will continue to be influenced by the demands placed upon it by larger transportation system needs.

E. CAPITAL IMPROVEMENT PROGRAM

The construction of unbuilt circulation element roads and public utilities will be brought about through a combination of construction activities undertaken by the development community and the City of Carlsbad. The guiding theme for the construction of the circulation element infrastructure is the provision of facilities prior to or concurrent with the need for such facilities. To this end the City has established the Growth Management Program, the Capital Improvement Program and a development exaction program consisting of public facility impact fees and direct developer construction of public road and utility improvements.

The Growth Management Program establishes minimum standards for the provision of basic public infrastructure including circulation element roads, sewer collection, sewer treatment, water distribution and flood control. In addition, the Growth Management Program requires the preparation of Local Facilities Management Plans to ensure that the public facility standards are met through buildout for each of the 25 local facility zones.

For the most part, roads and public utilities will be constructed as a condition of development activity in accordance with the dictates of the Growth Management Program. Where a particular facility exceeds the financial capability of any one developer or the need for the facility cannot be attributed to a single development, the City, and various utility districts within the City, have established facility impact fees to generate the revenues needed to finance construction of those facilities. These impact fees combined with direct developer construction activities

TABLE 1: STREET CLASSIFICATIONS

Local Streets:

* provide immediate access to adjoining properties
* are designed to discourage through-traffic
* carry a minimum amount of traffic (estimated average daily trips: 500 maximum)

Collector Streets:

* provide immediate access to adjoining properties
* serve as the connecting link for traffic between local and arterial streets
* generally carry light to moderate traffic volumes (estimated average daily trips: 500 to 5,000)

Controlled Collectors:

* provide no access or limited access to adjacent properties
* serve as a major connecting link for traffic between local and arterial streets
* carry moderate traffic volumes (estimated average daily trips: 5,000 to 10,000)

Secondary Arterials:

* provide limited access to adjacent properties
* serve to move traffic between collector streets and larger arterials or the freeways
* have two traffic lanes in each direction with a painted median
* carry moderate traffic volumes (estimated average daily trips: 10,000 to 20,000)

Major Arterials:

* prohibit access to adjacent properties unless no other alternative exists
* provide intra-city circulation and connections to freeways and regional roads
* have a minimum of two traffic lanes in each direction with a raised median
* carry moderate to heavy traffic volumes (estimated average daily trips: 20,000 to 40,000)

Prime Arterials:

* prohibit access to adjacent properties unless no other alternative exists
* provide for regional and intra-city circulation and connections to freeways and other regional roads
* carry very heavy traffic volumes (estimated average daily trips: 40,000 or more)

will assure completion of the majority of the circulation element network. The remaining portion of the network for which the need is not attributable to future development, must be financed through other local, regional and federal funding sources. An example of one such facility is the improvement of Carlsbad Village Drive west of Interstate 5 which will be funded through redevelopment tax increment bonds.

Timing for the construction of the missing circulation element links is, for the most part, a function of development activity. For those facilities financed through facility impact fees or other funding sources, the City prepares on a yearly basis a Capital Improvement Program (CIP). The CIP establishes the next year's construction program and also outlines the five year and buildout improvement needs for the City. The CIP must balance the availability of revenues with the various competing needs for public facility construction. Taken as a whole, the Capital Improvement Program, Growth Management Program and development exaction program will assure timely completion of the circulation element facilities as needed by the residents of Carlsbad and surrounding communities.

II. GOALS, OBJECTIVES, AND IMPLEMENTING POLICIES AND ACTION PROGRAMS

STREETS AND TRAFFIC CONTROL

A. Goals

A.1 A City with an integrated transportation network serving local and regional needs which accommodates a balance of different travel modes based on safety, convenience, attractiveness, costs, environmental and social impacts.

A.2 A City with an adequate circulation infrastructure to serve the projected population.

A.3 A City with a comprehensive network of roads which provides appropriate access to all land uses.

A.4 A City with properly maintained, smooth functioning and safe traffic control systems.

B. Objectives

B.1 To provide an adequate circulation infrastructure concurrent with or prior to the actual demand for such facilities.

B.2 To design streets for the safe and efficient movement of people, goods and services within and through the City in the most environmentally sound and aesthetically pleasing manner possible.

B.3 To maintain a clear and consistent set of standards for the design and construction of roads and traffic control devices.

B.4 To create a priority list for the construction of new traffic signals.

B.5 To provide safe, adequate and attractively landscaped parking facilities.

B.6 To implement and regularly update developer fee programs for financing of circulation facilities.

B.7 To enhance the economic value of property and improve the economic competitiveness of the City through the construction of well-designed, efficient, and cost effective transportation facilities.

C. Implementing Policies and Action Programs

C.1 Require new development to comply with the adopted (September 23, 1986) Growth Management performance standards for circulation facilities.

C.2 Establish a network of truck routes throughout the City to provide for the safe movement of trucks into and out of commercial zones while reducing conflicts with traffic in residential, school and recreational areas.

C.3 Use the street design standards contained in this element (Figure 1: Street Design Standards) as guidelines for what is reasonable and desirable. Allow variations to occur in accordance with established City policy regarding engineering standards variances.

C.4 Minimize the number of access points to major and prime arterials to enhance the functioning of these streets as throughways.

C.5 Use good road design practice to minimize the number of intersections and other conflicting traffic movements.

C.6 Use good road design practice to minimize noise on adjacent land uses.

C.7 Provide traffic control devices along all roadway segments and at intersections.

C.8 Provide for the safe movement of traffic and pedestrians around all road and utility construction projects.

C.9 Pursue Transnet and other regional, state and federal funding sources to finance regional roads and transportation facilities.

C.10 Provide greater flexibility in the design standards for hillside roads to minimize grading and visual impacts.

C.11 Interconnect and synchronize the operation of traffic signals along arterial streets, whenever feasible.

C.12 Prepare and maintain a Traffic Signal Qualification List to recommend priorities for the construction of new traffic signals.

C.13 Establish and maintain an official street naming and addressing plan to remove conflicts, duplication, and uncertainty.

C.14 Encourage joint public/private efforts to improve parking and circulation in developed areas.

C.15 Encourage increased public parking in the Village and beach areas of the City.

C.16 Require new development to construct all roadways needed to serve the proposed development prior to or concurrent with the circulation needs created by the development.

C.17 Coordinate the planning and construction of new roads with existing roads in adjoining neighborhoods.

C.18 Require new development to dedicate and improve all public rights-of-way for circulation facilities needed to serve development.

ALTERNATIVE MODES OF TRANSPORTATION

A. Goal

A City which promotes, encourages, and accommodates a variety of transportation modes as alternatives to the automobile.

B. Objectives

B.1 To provide infrastructure and facilities necessary to accommodate pedestrians, bicycles, and other non-automobile modes of transportation.

B.2 To reduce the number and severity of vehicular, bicycle and pedestrian-related accidents.

B.3 To prioritize future sidewalk construction.

C. Implementing Policies and Action Programs

C.1 Encourage the construction of sidewalks along all public roadways with special emphasis given to collectors, arterials, and areas with high pedestrian traffic generators such as schools, commercial centers, transportation facilities, public buildings, beaches and parks.

C.2 Encourage pedestrian circulation in commercial areas through the provision of convenient parking facilities, increased sidewalk widths, pedestrian-oriented building designs, landscaping, street lighting and street furniture.

C.3 Design pedestrian spaces and circulation in relationship to land uses and available parking for all new construction and redevelopment projects.

C.4 Link public sidewalks to the network of public and private trail systems.

C.5 Provide for handicapped access to and along public sidewalks and along as much of the trail system as feasible.

C.6 Install sidewalks and trail systems within existing and new industrial developments.

C.7 Encourage school districts to implement safety programs for pedestrians and bicyclists within the public school system.

C.8 Maintain a Traffic Safety Commission composed of Carlsbad citizens for the purpose of studying matters of traffic and pedestrian safety and making recommendations to the City Council regarding measures to promote and improve traffic and pedestrian safety.

C.9 Employ improved traffic control devices and monitor police accident reports to increase pedestrian and bicyclist safety.

C.10 Prepare and maintain an inventory of all missing and incomplete sidewalk segments within the City for the purpose of prioritizing future sidewalk construction.

C.11 Coordinate the location of bicycle routes with the Parks and Recreation Element and the Open Space and Conservation Element.

C.12 Extend bicycle routes to cultural, educational and recreational facilities whenever practical.

C.13 Develop and implement employer incentive programs to encourage the placement of strategic bicycle storage lockers, and the construction of safe and convenient bicycle facilities.

C.14 Design bicycle routes in accordance with the "Bike Route Standards" Chapter 1000 of the State of California Highway Design Manual.

C.15 Improve bicycle access to beach areas.

C.16 Review, periodically, the Circulation Element Bicycle Route Map and revise, as necessary, to reflect existing roadway conditions and changed land uses.

C.17 Coordinate with the San Diego Association of Governments (SANDAG) and the North County Transit District (NCTD) on the installation of any new trolley or light rail transit systems.

C.18 Provide linkage to bus, pedestrian and bicycle routes from any new light rail commuter transit facility.

C.19 Encourage passive and active use of the railroad right-of-way as trail linkage and bicycle pathway.

C.20 Plan and coordinate park-and-ride facilities with CALTRANS, NCTD and SANDAG.

C.21 Encourage commuter usage of buses, carpools and vanpools through a combination of employer incentives, public education programs and construction of

safe, convenient and aesthetically pleasing transfer facilities.

C.22 Encourage the expansion of bus service and new routes into developing or redeveloping areas of the City.

AIR TRANSPORTATION

A. Goal

A City which balances the needs of the existing general aviation airport with the needs of the citizens of the city.

B. Objectives

B.1 To encourage the continued operation of McClellan-Palomar Airport as a general aviation airport.

B.2 To prohibit the expansion of McClellan-Palomar Airport unless approved by a majority vote of Carlsbad electorate as required by the Carlsbad Municipal Code Section 21.53.015.

C. Implementing Policy and Action Program

Coordinate with the San Diego Association of Governments and the Federal Aviation Administration to protect public health, safety and welfare by ensuring the orderly operation of the Airport and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airport.

PUBLIC UTILITY AND STORM DRAINAGE FACILITIES

A. Goals

A.1 A City with a comprehensive network of utilities and storm drainage facilities which provide appropriate public utility and flood control services to all land uses.

A.2 A City in which the public utility and storm drainage infrastructure are constructed concurrent with or prior to the actual demand for such facilities.

B. Objectives

B.1 To maintain a clear and consistent set of standards for the design and construction of public utilities.

B.2 To implement and regularly update developer fee programs for the financing of public utility and storm drainage facilities.

B.3 To enhance the economic value of property and improve the economic competitiveness of the City through the construction of well designed, efficient and cost effective public utility and storm drainage facilities.

B.4 To maintain current master plans for the expansion of local public facilities for sewer, potable water, reclaimed water and storm drainage.

B.5 To comply with all federal, state and local laws and regulations regarding the preservation and enhancement of water quality.

C. Implementing Policies and Action Programs

C.1 Require new development to construct all public facilities needed to serve the proposed development prior to or concurrent with the circulation needs created by the development.

C.2 Develop, and update periodically, a set of standards for the design and construction of public utilities.

C.3 Coordinate the planning and construction of public utilities with existing public utilities in adjoining

neighborhoods.

C.4 Require new development to dedicate and improve all public rights-of-way for public utility and storm drainage facilities needed to serve development.

C.5 Inform the public and contractors of the danger involved, and the necessary precautions that must be taken when working on or near, pipelines or utility transmission lines.

C.6 Monitor the adequacy of public utilities as an integral part of the Growth Management Plan and Public Facilities Management System.

C.7 Ensure developer conformance with all adopted public utility and storm drainage master plans and adopted ordinances regarding the provision of public utility and storm drainage facilities.

C.8 Ensure continued coordination between the City and special utility districts and public utility companies operating in Carlsbad.

C.9 Develop and implement a program of "Best Management Practices" for the elimination and reduction of pollutants which enter into and/or are transported within storm drainage facilities.

C.10 Review and update, on a regular basis, master plans for the expansion of local public facilities for sewer, potable water, reclaimed water and storm drainage.

SCENIC ROADWAYS

A. Goal

A City which preserves and enhances the visual, environmental and historical characteristics of the local community through sensitive planning and design of transportation and utility corridors.

B. Objectives

B.1 To enhance the scenic, environmental and historical quality of roadways in conjunction with the Circulation, Open Space and Conservation, and Parks and Recreation Elements of the General Plan.

B.2 To establish a route map identifying existing and future scenic roadway, railroad and utility corridors within the City.

B.3 To consider a system of routes and special treatments to increase the enjoyment of and opportunities for recreational and cultural pursuits and tourism in Carlsbad.

B.4 To provide a process for the establishment of convenient and safe scenic routes to major recreational areas and points of historic, scenic or cultural significance.

B.5 To provide multiple recreational uses, such as bikeways, roadside rests and observation points, when appropriate, on lands within and adjacent to designated scenic corridors, and provide a means of coordinating scenic roadways with other transportation and recreational opportunities within the City.

B.6 To provide a means of enhancing scenic roadways and making them identifiable to the traveling public.

C. Implementing Policies and Action Programs

C.1 Implement the policies, standards and guidelines contained within the Carlsbad Scenic Corridor Guidelines.

C.2 Establish four categories of scenic corridors

and designate streets to be included within those categories as follows:

Community Theme Corridors - connect Carlsbad with adjacent municipalities and present the City of Carlsbad to persons entering and passing through the community. Community Theme Corridors include:

El Camino Real
Carlsbad Boulevard
Palomar Airport Road
La Costa Avenue
Melrose Drive

Community Scenic Corridors - interconnect major subareas of the present and planned Carlsbad community. Community Scenic Corridors include:

College Boulevard
Cannon Road
Carlsbad Village Drive
Faraday Avenue
Interstate 5
La Costa Avenue
Olivenhain Road/Rancho Santa Fe Road
Poinsettia Lane/Carrillo Way

Natural Open Space and Recreation Corridors - offer spectacular views of waterscapes, landforms, wildlife and the Pacific Ocean. Natural Open Space and Recreation Corridors include:

Adams Street/Park Drive
Batiquitos Drive
Jefferson Street (portion adjacent to Buena Vista Lagoon)

Railroad Corridor - presents the City of Carlsbad to people passing through the City by rail. The only Railroad Corridor is:

Atchison Topeka and Santa Fe Railroad

C.3 Review and update periodically the list of roadways designated as scenic corridors.

C.4 Utilize and update the criteria for designating scenic roadways and selecting community identity entries outlined in the Carlsbad Scenic Corridor Guidelines Manual.

C.5 Include roadways as scenic routes which provide significant views of the ocean, lagoons, open space lands, back country and urban activity.

C.6 Enhance and preserve the natural and developed environments along each designated scenic route.

C.7 Approve projects adjacent to El Camino Real only if the proposed project is consistent with the El Camino Real Corridor Development Standards.

C.8 Coordinate the planning, design and implementation of designated scenic corridors with the Planning, Engineering, Parks and Recreation and Utilities and Maintenance Departments.

C.9 Coordinate the scenic corridor program with the State, County and adjacent cities wherever possible.

C.10 Review the need to establish additional special overlay zones along designated scenic corridors and initiate the appropriate rezoning if an overlay zone is warranted.

C.11 Develop guidelines to improve the visual quality of the corridor adjacent to the Atchison Topeka and Santa Fe Railway.

C.12 Seek financial assistance from federal and state sources whenever possible to assist in the implementation of the scenic roadways program.

REGIONAL CIRCULATION CONSIDERATIONS

A. Goals

A.1 A City with a modern public utility and transportation system based upon integrated programs for

the management of air quality, water quality and land resources.

A.2 A City with a transportation system which helps minimize air pollution and traffic congestion and supports commerce and economic development.

A.3 A City which participates with other cities in the County, through the San Diego Association of Governments, in working toward the solution of regional transportation issues.

B. Objectives

B.1 To develop programs and strategies for Transportation Demand Management consistent with the San Diego Regional Air Quality Strategy.

B.2 To participate with other cities in the County in developing the Regional Growth Management Strategy which addresses air quality, transportation system management, and transportation demand management for San Diego County on a "regional community" basis.

B.3 To comply with all federal, state and local laws and regulations regarding the preservation and enhancement of air quality.

C. Implementing Policies and Action Programs

C.1 Implement the policies of the Regional Growth Management Strategy when the program is adopted by the City.

C.2 Encourage the inclusion of onsite or nearby amenities such as day care facilities, dry cleaners and convenience stores within residential and industrial projects to reduce vehicular trips.

C.3 Coordinate with CALTRANS as development proceeds and CALTRANS funds become available to ensure that the capacity of on/off ramps is adequate.

C.4 Consider noise impacts in the design of road systems and give special consideration to those road corridors in scenic or noise sensitive areas.

III. CIRCULATION PLAN NOTES

Several areas of the Circulation Plan require further explanation of the City's intent. As a result, the following notes are provided to clarify the plan.

A. Rancho Del Oro - Classified as a secondary arterial roadway only if a freeway interchange with SR78 is provided. If an interchange is not provided, this roadway is not to be included in the plan.

B. Tamarack Avenue - Classified as a modified collector street between Carlsbad Boulevard and Skyline Road. An 80-foot right-of-way west of Jefferson to Carlsbad Boulevard should be maintained. Secondary arterial standards should be maintained between Jefferson Street and Adams Street.

C. Avenida Encinas - The City might downgrade the southernmost link of this roadway (between Lakeshore Gardens Mobile Home Park and Carlsbad Boulevard) to a collector street if a master plan for the immediate area indicates low intensity development. Such downgrading should not require an amendment to this element.

D. Leucadia Boulevard Extension - The City should support and encourage adjoining jurisdictions to extend Leucadia Boulevard from Interstate 5 to El Camino Real.

E. Melrose Drive - The City should support and encourage adjoining jurisdictions to extend Melrose Drive from the Carlsbad city limits south to an appropriate connection. Melrose shall maintain its classification as a prime arterial north of Rancho Santa Fe Road. South of Rancho Santa Fe Road, Melrose may be built to secondary or modified standards without an amendment to this element but should preserve adequate right-of-way to construct a full width major arterial road.

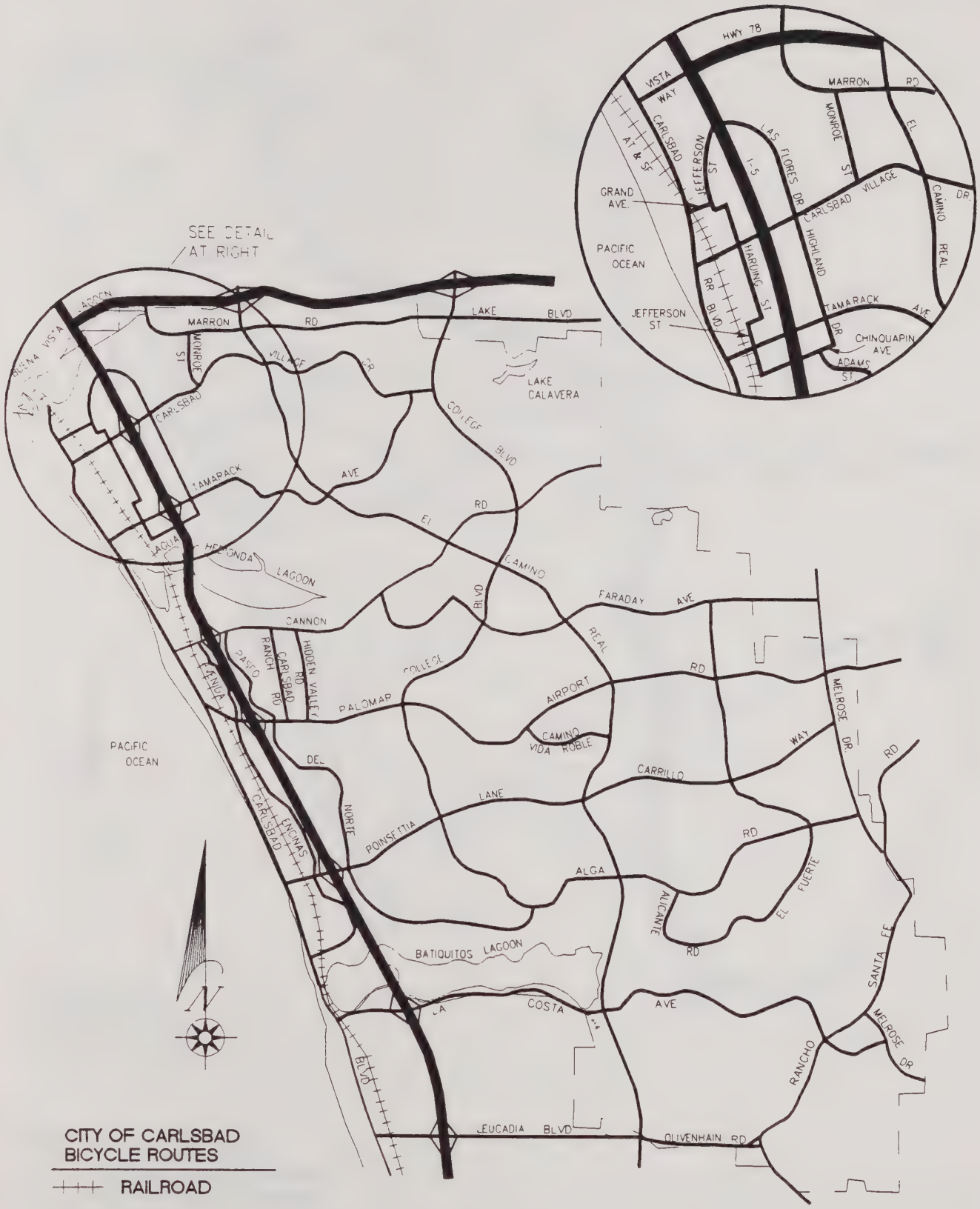
CIRCULATION PLAN

CITY OF CARLSBAD
CIRCULATION PLAN

- RAILROAD
- FREEWAY
- PRIME ARTERIAL
- MAJOR ARTERIAL
- SECONDARY ARTERIAL
- COLLECTOR STREET

MAP 1

BICYCLE ROUTES



CITY OF CARLSBAD
BICYCLE ROUTES

RAILROAD

FREEWAY

BICYCLE ROUTES

MAP 2

HIGH PRESSURE GAS & PETROLEUM MAINS

GAS MAINS

◆◆◆◆◆ So. Cal. Gas

●●●●● SDG & E

PETROLEUM MAINS

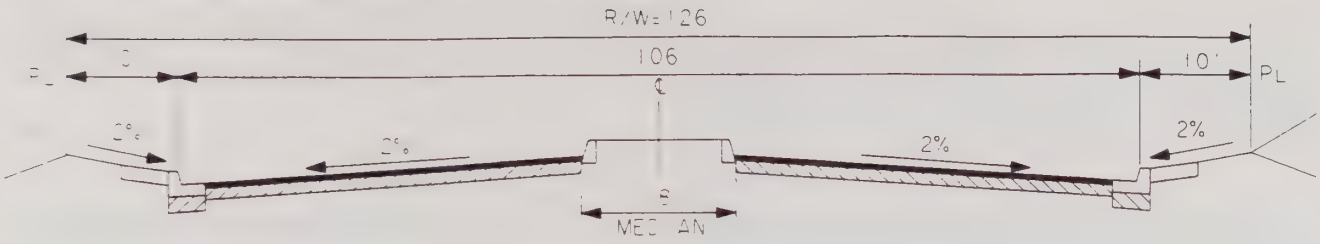
----- 10" San Diego Pipeline

■■■■ 16" San Diego Pipeline

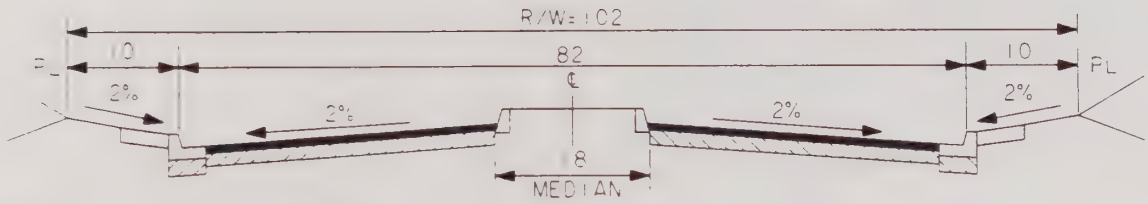
MAP 3

STREET DESIGN STANDARDS

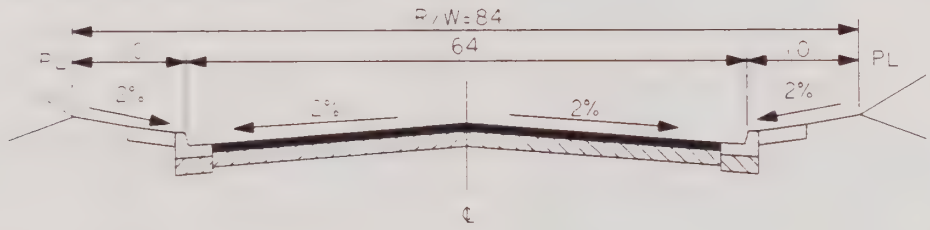
PRIME ARTERIAL STREET



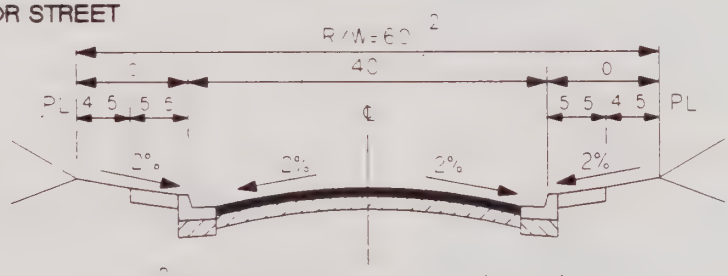
MAJOR ARTERIAL STREET



SECONDARY ARTERIAL STREET

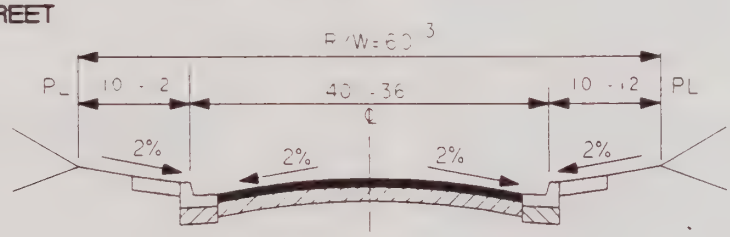


COLLECTOR STREET



[2] FOR CONTROLLED COLLECTOR, R/W = 68' AND CURB-TO-CURB WIDTH MUST BE 48'.

LOCAL STREET



[3] FOR CUL-DE-SACS, R/W MAY BE REDUCED TO 56' AND CURB-TO-CURB WIDTH TO 36'.

[1] These illustrations represent typical cross sections of the streets described in the Circulation Element. They are not intended to represent absolute standards.

KEY

R/W = RIGHT OF WAY
℄ = CENTER LINE
PL = PROPERTY LINE

FIGURE 1

VI. GLOSSARY

ARTERIAL

An arterial street provides for the movement of large amounts of traffic. It carries traffic from collector streets to other collectors, arterials or freeways.

AVERAGE DAILY TRIPS (ADT)

Average Daily Traffic (ADT) is an average 24-hour traffic volume at a given location for some period of time less than a year. While an AADT is for a full year, an ADT may be measured for six months, a season, a month, a week, or as little as two days. An ADT is a valid number only for the period over which it was measured.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

The state agency in charge of transportation planning, construction and maintenance of the state's highway system.

CALTRANS

See California Department of Transportation.

CAPITAL IMPROVEMENT PROGRAM (Plan) (CIP)

A city's governmental budget that programs public facilities to fit its fiscal capability some years into the future. Capital improvement programs are usually projected five years in advance and should be updated annually, so as to provide a link to the annual budgeting process.

CIP

See Capital Improvement Program

DESIGNATED SCENIC CORRIDOR

A roadway that has been subjected to all of the steps contained in the Scenic Roadway Element to qualify as a scenic corridor which is found to possess scenic or historical amenities worthy of preservation, and which is implemented by the adoption of a Specific Plan and overlay zoning.

GENERAL AVIATION AIRPORT

An airport classified by the Federal Aviation Administration (FAA) as a general utility facility serving mainly aircraft with a maximum gross takeoff weight of 12,500 pounds or less, light propeller-driven, turboprop, and business jet general aviation aircraft.

RIGHT-OF-WAY

The area of land which has been dedicated for public use for transportation purposes (i.e. a street, freeway or railroad).

ROADWAY

A strip of land which is covered by a street, public thoroughfare or freeway used for vehicular transportation.

SANDAG

See San Diego Association of Governments.

SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG)

The regional planning agency for the San Diego Region of which Carlsbad is a member agency.

SCENIC CORRIDOR

The bands of land generally adjacent to the scenic roadway right-of-way that complete the visual appearance and integrity of the total composition of the scenic roadway. The boundaries of the scenic corridor may coincide with the boundaries of the visual corridor but are usually less. The following list includes future routes, as designated on the adopted Circulation Element of the General Plan, that the staff feels, when constructed, may qualify to be added to the "Master List". When considering future improvement plans for these routes, the City should consider the potential scenic and historic amenities along these routes:

1. Cannon Road - from Interstate 5 to El Camino Real.
2. Batiquitos Drive - from Poinsettia Lane to El Camino Real.
3. Melrose Drive - along the right-of-way throughout the City of Carlsbad.
4. Poinsettia Lane/Alga Road - from Carlsbad Boulevard to future alignment of Melrose Drive.
5. Park Drive - from intersection with Kelly Drive to its terminus.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

A comprehensive set of strategies designed to influence travel behavior with respect to mode, time, frequence, route, or distance in order to improve the efficiency and effectiveness of roads, highways, and public transit services. Principal strategy measures involve, but are not limited to, ridesharing and alternative work hours.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

A process that addresses ways to improve overall transportation system performance through a variety of low-cost management actions which foster more efficient use of existing transportation systems. TSM is an umbrella term for parking management and traffic management, and transit management.

Noise Element

Heritage Hall was built in 1926 to house the congregation of St. Patrick's Church at the southeast corner of Harding Street and Oak Avenue. In 1952 the church was moved across the street where it became the City's first administrative offices. Over the next few years it served as home to the City Manager, City Council, Police Department and Fire Department, and as a County branch library. As new City offices were constructed and City departments moved out, use of the building changed from that of City Hall, to the City library, to the children's library, to a studio for the North County Ballet. Finally, in 1979 the sturdy little structure was slated for demolition to make way for a parking lot; however, it was rescued from demolition by a coalition consisting of Friends of the Library, the Carlsbad Historical Society and volunteer building tradesmen who arranged for it to be moved to Magee Historical Park. With only minor repairs, the old church once again became a public meeting place.

Note: Information derived in part from SEEKERS OF THE SPRING, by Marjorie Howard-Jones.

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I. INTRODUCTION

A. BACKGROUND AND INTENT

The goal of the Noise Element is to achieve and maintain an environment which is free from objectionable, excessive or harmful noise.

The Noise Element

- Identifies and defines existing and future environmental noise levels from sources of noise within or adjacent to the City of Carlsbad by means of Noise Contour maps.

- Establishes goals, objectives and policies to mitigate these noise impacts.

- Provides policies and action programs to implement the Goals and Objectives.

"The Goal of the Noise Element is to achieve and maintain an environment which is free from objectionable, excessive or harmful noise."

B. STATE LAW

Section 65302(f) of California's Planning and Zoning Laws requires a Noise Element which identifies and appraises noise problems in the community. The Noise Element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

1. Highways and freeways;

2. Primary arterial and major local streets;

3. Passenger and freight online railroad operations and ground rapid transit systems;

4. Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation;

5. Local industrial plants, including, but not limited to, railroad classification yards; and

6. Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.

Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive. The noise contours shall be used as a guide for establishing a pattern of land uses in the Land Use Element that minimizes the exposure of community residents to excessive noise.

The Noise Element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted Noise Element shall serve as a guideline for compliance with the state's Noise Insulation Standards.

C. RELATIONSHIP TO OTHER ELEMENTS

The Noise Element is correlated with the Land Use, Circulation, and Housing Elements of the General Plan. The Land Use Element is related to the Noise Element in that noise can have a significant impact on land use. The Circulation Element is related to the Noise Element in that the majority of the noise created in Carlsbad is created by trains, planes or automobiles. The Housing Element relates to the Noise Element by promoting desirable residential environments which buffer exist-

ing and future residents from undesirable noise impacts. Consistent with state law, it is the policy of the City that the Noise Element be consistent with all General Plan Elements.

II. SOURCES OF NOISE

A. CIRCULATION

1. ROADS

Roadway traffic noise is the most extensive noise problem faced by Carlsbad. Barring any dramatic changes in truck or automobile usage patterns, it is likely that the amount of traffic in Carlsbad will grow with the City's population. New development is occurring adjacent to major roadways throughout the City. Unless precautionary measures are taken, serious noise problems could result.

"Roadway traffic noise is the most extensive noise problem faced by Carlsbad."

Vehicular noise has three main component sources: engine/transmission noise, exhaust noise and tire noise. The intensity of noise emissions from any given vehicle will vary with its size and other factors, such as speed, acceleration, braking, roadway grade and conditions of the roadway surface. Thus a busy downtown arterial with stop and go traffic is often noisier than an open highway with comparable traffic volumes.

Noise contours have been prepared for all Circulation Element roadways in Carlsbad as shown on the current and future noise exposure maps (See Map 1: Existing Noise Exposure Contour Map and Map 2: Future Noise Exposure Contour Map).

Interstate 5 has the greatest existing and projected roadway noise emissions. In addition, I-5 impacts the greatest number of existing dwellings. There are a considerable number of existing single family and multi-family dwellings which are impacted by freeway noise levels in excess of 65 dBA CNEL. For these existing dwellings, noise attenuation is difficult. Construction of solid barriers along the freeway is possible, but cost may be prohibitive. The City can, however, educate property owners as to the methods of insulating existing residential units from freeway noise through the use of barriers and insulation materials. The City's "Development Review: Noise Guidelines Manual" is a useful reference.

While other routes within the City have a lesser impact than does I-5, many roads will still have significant noise impact potential and new projects should therefore be subject to noise impact evaluation.

It is important that new development fronting on major roadways be compatible with the recommendations of this element. The action plan section of this element contains the measures intended to avert future problems caused by traffic noise.

2. AIRPORT

McClellan-Palomar Airport is presently operating as a general aviation facility and is located west of El Camino Real, just north of Palomar Airport Road in the City of Carlsbad. The airport's current annual operation of approximately 235,000 aircraft is expected to increase at the airport's ultimate buildout condition to approximately 334,000. In general, land in the immediate vicinity of the airport or under the take off or landing approach is subject to noise levels which are unsuitable for residential development, schools, hospitals and other similar noise sensitive uses. Projected noise contours around the airport are provided in the Comprehensive Land Use Plan (CLUP) for McClellan-Palomar Airport and have been included in this Element (See Map 3: Airport Noise Contour Map). In 1989 the FAA began a detailed noise study for McClellan-Palomar Airport. The findings of this study have been published in the proposed 1992 Part 150 Study for the airport, which is currently under review as part of its adoption process. However, all new development in the vicinity of the airport should continue to be reviewed to ensure compliance with the noise standards

contained in this element and the approved Comprehensive Land Use Plan (CLUP) for McClellan-Palomar Airport.

The Comprehensive Land Use Plan (CLUP) for McClellan-Palomar Airport is to be a long-range master plan for the airport. As stated in State Public Utility Code Section 21675, "The commission plan shall include and shall be based on a long-range master plan or an airport layout plan, as determined by the Division of Aeronautics of the Department of Transportation, that reflects the anticipated growth of the airport during at least the next 20 years." For purposes of General Plan Land Use planning, and lacking further information, the City of Carlsbad must assume that the Comprehensive Land Use Plan (CLUP) for McClellan-Palomar Airport is a longrange master plan updated every five years, that reflects anticipated growth for the airport for at least the next twenty (20) years.

3. RAIL

The Atchison, Topeka and Santa Fe (AT&SF) Railroad runs parallel to the coastline through its 6 1/2 mile length in Carlsbad. The railroad right-of-way is 100 feet wide throughout most of the area south of Tamarack Avenue and expands to 200 feet in width as it travels north of Tamarack through the downtown beach area and central business district.

Currently AMTRACK operates several daily passenger trains between San Diego and Los Angeles. Additionally, a number of freight trains pass through Carlsbad daily, some after 5 P.M. These evening and nighttime freight trains are of particular concern because they run during the hours when people are more sensitive to noise. By the end of 1993, it is projected that a commuter rail will run at least four daily trips from Oceanside to San Diego with two stops in Carlsbad. Ultimately, up to 20 commuter trains may travel through the City at high speed.

There are several sources of railroad noise. The majority of the noise emanates from the locomotive (and its component systems, such as exhaust devices and cooling fans) and from the interaction between the rail and train wheels. The rhythmic clacking noise emitted by trains result from friction of the wheel at rail joints. Roughness on either the rail or wheel can also contribute to increased noise emissions.

Safety devices such as warning whistles and wigwags with bells used at grade crossings can contribute significantly to railroad noise. The State of California Public Utilities Commission requires these warning signals as trains approach grade crossings to warn motorists and pedestrians.

"A combined program of noise mitigating design and building sound insulation will help control future noise problems near the railroad."

For existing residential units, noise reduction is a problem. It is often difficult and expensive to install sound insulation materials on existing structures. Also, the State Uniform Building Code standards for sound insulation apply only to new structures. Construction of noise barriers along the railroad right-of-way could attenuate noise levels significantly. However, the railroad right-of-way is owned by the AT&SF Railroad, whose consent would be necessary before any barrier could be constructed. Also cost and aesthetic impact may be prohibitive factors in the construction of noise barriers.

The Land Use Element of the General Plan designates a substantial amount of land bordering along the railroad right-of-way for residential use. New residential development and nonresidential development will occur adjacent to the railroad.

The City does have the ability to regulate site design and requires sound insulation for new development in the vicinity of the railroad. A combined program of noise mitigating design and building sound insulation will help control future noise problems near the railroad.

New projects should maximize the physical separation of structures from the railroad tracks. Additionally, project design should stress the orientation of units away from the railroad, limiting or acoustically designing window openings onto the right-of-way, and construction of noise barriers such as solid walls, earthen berms, or berm/wall combinations.

B. LAND USE

To a great extent, the future ambient noise levels of the City will be determined by the type, intensity and location of future land uses. Future noise levels will also be affected by the construction of new roadways to serve new development and by land uses that generate noise. Noise levels may affect the desirability or livability of a community. Noise may also negatively impact the economic viability of a community by reducing the desirability of an area as a place to live, work, play, or shop. For these reasons, noise continues to be an important consideration of the City in future land use planning.

"To a great extent, the future ambient noise levels of the City will be determined by the type, intensity and location of future land uses."

Some land uses are more compatible with higher noise levels than are others. For example, schools, hospitals, churches and residences are generally considered more sensitive to noise intrusion than are commercial or industrial activities. To respond to the sensitivity of certain land uses to higher noise levels, this element includes policies to reduce noise impacts on noise-sensitive uses such as residences.

It may be appropriate to develop noise-sensitive uses such as residences, hospitals, or churches in noisy areas. In these instances, it is important that the proper measures are used to reduce noise impacts. In all cases sensitive site plan design is to be used as the first method to reduce noise impacts on a project. Sensitive site plan design measures will include, for example, increasing the distance between the noise source and the receiver; placing non-noise sensitive uses such as parking areas, maintenance facilities, and utility areas between the source and the receiver; using non-noise sensitive structures, such as a garage, to shield noise sensitive areas; and, orienting buildings to shield outdoor spaces from a noise source. These and other noise mitigation techniques are discussed in more detail in the City's Noise Guidelines Manual available in the Planning Department.

C. OTHER MOBILE SOURCES

1. OFF ROAD MOTORCYCLE NOISE

Motorcycle noise has been a problem in Carlsbad. In particular, complaints have been registered against recreational use of dirt bikes or two-cycle engine motorcycles. The Police Department continues to enforce the prohibition of motorized off-road vehicles within the City, except as permitted at the Carlsbad Raceway.

Local jurisdictions have the authority to control loud or faulty mufflers, horn blowing, off-road vehicles and vehicle speed. Although noise limits may be set for off-road vehicles, they are rarely necessary since statutes against trespassing nearly always apply.

Most trail bikes are not outfitted with the necessary lights, fenders, mufflers, spark arresters or baffles required by law. Consequently they are not licensed and cannot be legally operated on public streets. Continued police enforcement against these unlicensed vehicles would likely reduce motorcycle noise on public streets.

2. MOTOR BOAT

This noise problem does not affect very many of Carlsbad's residents. However, in response to noise complaints, the City has adopted a maximum speed limit for boats on the Agua Hedionda Lagoon and has purchased a boat for enforcement. The reduction in speed does reduce noise somewhat. If further control appears warranted, the City should consider setting curfews on the use of the lagoon or limit the types of boats which could use the lagoon.

3. MODIFIED VEHICLE EXHAUST SYSTEM

Vehicles operating on city streets which have faulty or modified exhaust systems can cause significant local noise impacts, especially when operated in a "hot rod" manner. Continued enforcement of the vehicle code is encouraged in order to control this contributor to noise pollution.

III. NOISE CONTOUR MAPS

The noise contour maps contained herein, show 1990 and 2010 noise contours for the following transportation systems (See Maps 1: Existing Noise Exposure Contour Map (1990) and Map 2: Future Noise Exposure Map (2010):

(1) Interstate 5
(2) State Highway 78
(3) Circulation Element Roadways of the Carlsbad General Plan
(4) Rail
(5) McClellan-Palomar Airport

Substantial changes in traffic patterns or the availability of new noise contour data may indicate the need for revisions of this element. Consequently, the noise contours contained in this element should be reviewed and revised periodically.

Noise levels for McClellan-Palomar Airport are expressed in terms of Community Noise Equivalent Level (CNEL), measured at 5 dB increments and are mapped for the range of 55 to 75 dBA CNEL. Noise levels for freeways, prime arterials and the railroad are expressed as CNEL down to the 60 dBA. All other transportation modes shown on the contour map are expressed as CNEL down to the 55 dBA. Community Noise Equivalent Level (CNEL) is based upon A-weighted noise level, number or duration of noise events, and time of occurrence throughout the 24 hour day. The CNEL measurement weights noise occurrences in the evening and nighttime greater than those in the daytime. Please refer to the Carlsbad "Noise Guidelines Manual" for more information regarding CNEL and general noise science.

The airport's projected noise contours identified in the adopted Comprehensive Land Use Plan for McClellan-Palomar Airport are included in this element (See Map 3: Airport Noise Contour Map).

IV. GOALS, OBJECTIVES AND IMPLEMENTING POLICIES AND ACTION PROGRAMS

GENERAL

A. GOAL

A City which is free from excessive, objectionable, or harmful noise.

B. OBJECTIVES

B.1 To create an ongoing noise identification and control program.

B.2 To control harmful or undesirable noise.

B.3 To protect the hearing and well being of Carlsbad residents and visitors.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Control harmful or undesirable sounds through the planning and regulatory process with emphasis on noise/land-use compatibility planning.

C.2 Review all development proposals, both public and private, for consistency with the policies of this element.

C.3 Review existing City ordinances which relate to noise control for compatibility with the goals and policies of this Element.

C.4 Continue to enforce building codes to ensure adequate sound insulation between dwellings and to ensure adequate sound insulation of interior areas from loud external noise sources. The City shall continue to enforce project conditions of approval related to noise control.

C.5 Attempt to control noise primarily at its source. Where this is not feasible, controls along the transmission path of the noise should be required.

C.6 Control noise generated through its own functions and activities and minimize noise impacts resulting from City-sponsored or approved activities.

C.7 Review City operations to make sure that noise generated by construction, maintenance activities, and street sweeping minimize significant adverse noise levels.

C.8 Periodically review the noise contours contained in this element. Substantial changes in traffic patterns or the availability of new noise contour data may indicate the need for revisions.

C.9 Participate in noise control and hearing conservation programs in all appropriate work environments owned, operated, or otherwise under the control of the City.

LAND USE

A. GOALS

A.1 A City where land uses are not significantly impacted by noise.

A.2 A City with industrial and commercial land uses which do not produce significantly adverse noise impacts.

A.3 A City which controls mobile sources of noise to help assure that mobile noise sources do not substantially contribute to the noise environment.

B. OBJECTIVES

B.1 To achieve noise compatibility between industrial/commercial and surrounding land uses and achieve an acceptable noise environment in industrial/commercial areas.

B.2 To achieve noise impact compatibility between land uses through the land use planning/development review process.

B.3 To actively control mobile noise violations.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Encourage the development of compatible land uses in areas which are subject to excessive noise levels.

C.2 Develop specific noise standards for use in reviewing noise sensitive development.

C.3 Require the use of project design techniques, such as, increasing the distance between the noise source and the receiver; placing non-noise sensitive uses such as parking areas, maintenance facilities, and utility areas between the source and the receiver; using non-sensitive structures, such as a garage, to shield noise sensitive areas; and, orienting buildings to shield outdoor spaces from a noise source to minimize noise impacts during any discretionary review of a residential or other noise sensitive project.

C.4 Continue to enforce the State Motor Vehicle Code as it applies to excessive noise. The Carlsbad Police Department should continue to reduce the number of

excessively noisy vehicles on city streets. The Department should also continue to deter persons from operating their motor vehicles in a noisy manner.

C.5 Enforce the policy of the City that sixty (60) dBA CNEL is the exterior noise level to which all residential units should be mitigated. 65 dBA CNEL is the maximum noise level to which residential units subject to noise from McClellan-Palomar Airport should be permitted. Additional disclosure actions (easements, deed restrictions, recorded notice, etc.) may be required of developers/sellers of noise impacted residential units.

For residential properties identified as requiring a noise study, a study shall be prepared by an acoustical professional. This study shall document the projected maximum exterior noise level and mitigate the projected exterior noise level to a maximum allowable noise level as identified in this policy.

Interior noise levels should be mitigated to 45 dBA CNEL when openings to the exterior of the residence are open or closed. If openings are required to be closed to meet the interior noise standard, then mechanical ventilation shall be provided.

If the acoustical study shows that exterior noise levels cannot be mitigated to the level allowable as identified in this policy or less, the development should not be approved without one or more of the following findings:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect (noise).

(2) Changes or alterations to avoid or substantially lessen the significant environmental effect (noise) are within the responsibility and jurisdiction of another public agency and not the City of Carlsbad. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives to avoid or substantially lessen the significant environmental effect (noise).

If a project is approved with exterior noise levels exceeding the level allowable pursuant to this policy, all purchasers of the impacted property shall be notified in writing prior to purchase, and by deed disclosure in writing, that the property they are purchasing is, or will be, noise impacted and does not meet Carlsbad noise standards for residential property.

Notwithstanding project approval, no residential interior CNEL should exceed 45 dBA.

C.6 Require that a "Noise" Study be submitted with all discretionary applications for residential projects of five or more single family dwelling units or any multiple family dwelling units located within or 500-feet beyond the 60 dBA CNEL noise contour lines as shown on Map 2: Future Noise Exposure Contour Map.

C.7 Enforce the policy of the City that site design techniques such as increasing the distance between the noise source and the receiver; placing non-noise sensitive uses such as parking areas, maintenance facilities and utility areas between the source and the receiver; using non-noise sensitive structures, such as a garage, to shield noise-sensitive areas; and orienting buildings to shield outdoor spaces from a noise source, be the first tool used to mitigate noise impacts on noise sensitive land uses rather than the construction of walls or berms.

C.8 Recognize that mitigation of existing or future noise impacts from Circulation Element roadways, AT&SF railroad or McClellan-Palomar Airport for existing or future development within the City, shall not be funded by the City. However, the City

shall assist applicants with the processing of necessary permits for mitigating noise on private property, which permits may include right-of-way permits, encroachment permits, retaining wall permits and zoning variances. The City shall also assist property owners in the establishment of assessment districts, to fund noise mitigation improvements, in accordance with established City policies and procedures.

C.9 Discourage the exclusive use of noise walls in excess of 6 feet in height as mitigation for noise along Circulation Element roadways.

C.10 Utilize natural barriers such as site topography or constructed earthen berms to mitigate noise on a project. When noise walls are determined to be the only feasible solution to noise mitigation, then the walls shall be designed to limit aesthetic impacts. When over-height walls are necessary to mitigate noise, a berm/wall combination with heavy landscaping, a terraced wall heavily landscaped, or other similar innovative wall design technique shall be used to minimize visual impacts.

CIRCULATION

ROADS

A. GOAL

To provide a roadway system that does not subject surrounding land uses to significantly adverse noise levels.

B. OBJECTIVE

To design and manage all roadways to maintain acceptable noise levels.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Take measures to reduce traffic noise on streets throughout Carlsbad. This will include continued enforcement of applicable sections of the California Vehicle Code regarding equipment and/or operation of motor vehicles.

C.2 Consider noise impacts in the design of road systems and give special consideration to those road corridors in scenic or noise sensitive areas.

C.3 Review traffic flow systems and synchronize signalization, wherever possible to avoid traffic stops and starts, which produce excessive noise, and to adjust traffic flow to achieve noise levels acceptable to surrounding areas.

C.4 Apply the residential noise policies of this element in the review of proposals for the construction or improvement of any roadway, railroad, transit system or other noise producing facility.

AIRPORT

A. GOAL

A City that achieves long-term compatibility between the airport and surrounding land use.

B. OBJECTIVES

B.1 To minimize noise impacts on City residents, the City has planned for non-residential land uses within the 65 dBA CNEL Noise Contour of McClellan-Palomar Airport, as shown on Map 3: Airport Noise Contour Map.

B.2 To develop and enforce programs dealing with airport noise disclosure, avigation easements and noise control that provide for noise compatibility with surrounding land uses.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Encourage the development of compatible land uses and restrict incompatible land uses surrounding airport facilities.

C.2 Utilize the noise standards contained in the Comprehensive Land Use Plan (CLUP) for McClellan-Palomar Airport (on file in the Planning Department). However, the City reserves the right to deviate from the CLUP as provided for in State Public Utilities Code Section 21676.

C.3 Recognize that procedures for the abatement of aircraft noise have been identified in the Comprehensive Land Use Plan (CLUP) for McClellan-Palomar Airport. The City expects the widespread dissemination of, and pilot adherence to, the adopted procedures.

C.4 Expect the airport to control noise while the City shall control land-use thus sharing responsibility for achieving and maintaining long-term noise/land-use compatibility in the vicinity of McClellan-Palomar Airport.

C.5 Discourage the development of residential projects with exterior noise levels in excess of 65 dBA CNEL as caused by airport/aircraft operations. The City recognizes that noise levels of 65 dBA CNEL, as caused by aircraft operations, are generally incompatible with developments of residential uses and such developments should not be permitted within the 65 dBA CNEL Airport Noise Contour (See Map 3: Airport Noise Contour Map). However, if residential projects are approved, the City will require Avigation Easements to be placed over lots within new residential development projects located within the 65 dBA CNEL noise contour as mapped on Map 3: Airport Noise Contour Map.

RAIL

A. GOAL

Noise from railroad travel through Carlsbad is not disruptive to adjacent land uses and activities.

B. OBJECTIVE

To develop, maintain and manage a mitigation program for railroad noise.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Apply the residential noise policies of this Element in the review and approval of the construction or improvement of railroad facilities.

C.2 Apply the noise mitigation guidelines of the Noise Guidelines Manual (on file in the Planning Department) to all proposed development within the 60 dBA CNEL Noise Contour line as depicted on Map 2: Future Noise Exposure Contour Map.

EMPLOYMENT

A. GOAL

A City with healthy and productive work environments that do not cause hearing damage or other adverse noise related health impacts to workers in the City of Carlsbad.

B. OBJECTIVES

B.1 To promote an ongoing noise control and hearing conservation program for the work environment.

B.2 To promote hearing conservation in the workplace.

B.3 To encourage that all business entities operating in the City comply with all occupational Health and Safety laws, rules and/or regulations established by authorized city, county, state or federal agencies.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Participate in noise control and hearing conservation programs in all appropriate work environments owned, operated, or otherwise under the control of the City.

C.2 Promote that all persons responsible for operation of noise-producing equipment or processes, exercise reasonable care to minimize casual noise exposure to unprotected workers or passers-by to reduce risk of hearing damage.

C.3 Encourage and assist its employees in identifying and abating potential noise hazards on City- owned or controlled property.

GENERAL PLAN

EXISTING NOISE EXPOSURE CONTOURS

CITY OF CARLSBAD

This noise exposure map was prepared in conformance with State of California Guidelines for the preparation of Noise Elements of the General Plan. The methodology used to generate the noise contour lines for this map assumes that all areas are flat, and that for surface transportation noise the source and receiver are both at the same elevation. The methodology does not account for any noise reducing natural features or manmade structures between the source of noise and the receiver.

A more precise determination of noise exposure for a specific location would require a noise study to be performed for the individual site.

The contours represent annual average noise exposure values in units of dB CNEL (decibels, Community Noise Equivalent Level).

Where multiple noise sources exist, their contour lines were mathematically blended and were plotted to show the combined noise exposure. The 60 dB CNEL noise contour for the McClellan-Palomar Airport was also blended with the surface transportation noise sources; however, the 65, 70, and 75 dB CNEL contours represent aircraft noise only.

The noise contours are based upon the existing noise source activity levels obtained from the following:

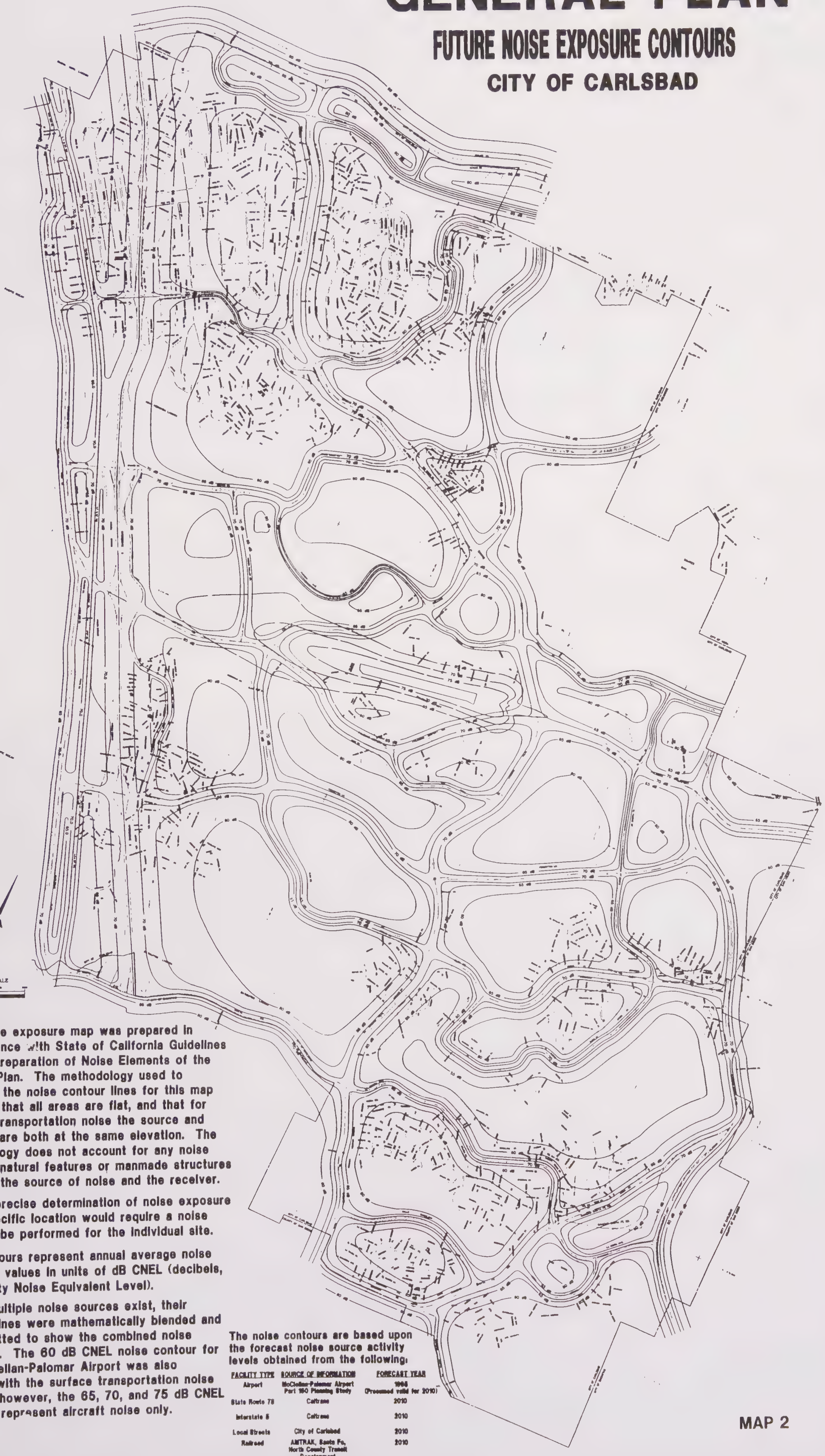
FACILITY TYPE	SOURCE OF INFORMATION	BASE YEAR
Airport	McClellan-Palomar Airport Part 150 Planning Study	1989
State Route 78	Caltrans	1990
Interstate 5	Caltrans	1990
Local Streets	City of Carlsbad	1990
Railroad	AMTRAK, Santa Fe	1990

MAP 1

GENERAL PLAN

FUTURE NOISE EXPOSURE CONTOURS

CITY OF CARLSBAD



This noise exposure map was prepared in conformance with State of California Guidelines for the preparation of Noise Elements of the General Plan. The methodology used to generate the noise contour lines for this map assumes that all areas are flat, and that for surface transportation noise the source and receiver are both at the same elevation. The methodology does not account for any noise reducing natural features or manmade structures between the source of noise and the receiver.

A more precise determination of noise exposure for a specific location would require a noise study to be performed for the individual site.

The contours represent annual average noise exposure values in units of dB CNEL (decibels, Community Noise Equivalent Level).

Where multiple noise sources exist, their contour lines were mathematically blended and were plotted to show the combined noise exposure. The 60 dB CNEL noise contour for the McClellan-Palomar Airport was also blended with the surface transportation noise sources; however, the 65, 70, and 75 dB CNEL contours represent aircraft noise only.

The noise contours are based upon the forecast noise source activity levels obtained from the following:

FACILITY TYPE	SOURCE OF INFORMATION	FORECAST YEAR
Airport	McClellan-Palomar Airport Part 150 Planning Study	1988 (Presumed valid for 2010)
State Route 78	Caltrans	2010
Interstate 5	Caltrans	2010
Local Streets	City of Carlsbad	2010
Railroad	AMTRAK, Santa Fe, North County Transit Development	2010

MAP 2

VI. GLOSSARY

AMBIENT NOISE

The composite of all sounds near and far for any environment. Ambient noise levels are generally averaged for given periods of time.

AVIGATION EASEMENT

An air rights easement which protects air lanes around the airport.

CNEL

See Community Noise Equivalent Level.

COMMUNITY NOISE EQUIVALENT LEVEL

A technique used in the State of California for quantifying aircraft and community noise levels. CNEL is based on A-weighted noise measurements, in which both the magnitude of noise and frequency of occurrence are measured. It incorporates factors of amplitude and the pitch of noise, hearing sensitivity of the human ear, duration of noise, and time of day penalty factors. The CNEL measure weights nighttime and evening noise occurrences greater than daytime ones.

DECIBEL (dB)

A unit for measuring the relative loudness of sounds equal approximately to the smallest degree of difference of loudness ordinarily detectable by the human ear.

A-WEIGHTED DECIBEL (dBA)

An A-weighted decibel compensates for the hearing sensitivity of humans by discriminating against the lower frequencies according to an approximate relationship to the sensitivity of the human ear.

EASEMENT

A grant of one or more of the property rights by the property owner to and/or for the use by the public, corporation, city, county or another person or entity.

FREQUENCY

The number of sound waves occurring within a given length of time. Frequency is expressed in Hertz. The human ear perceives differences in frequency as changes in pitch; the higher the frequency, the higher the pitch.

NOISE

A loud, discordant or disagreeable sound.

NOISE SENSITIVE LAND USES

Those land uses which are particularly affected by excessive noise, including residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospital, parks, recreation areas, etc.

VI. GLOSSARY

AMBIENT NOISE

The composite of all sounds near and far for any environment. Ambient noise levels are generally averaged for given periods of time.

AVIGATION EASEMENT

An air rights easement which protects air lanes around the airport.

CNEL

See Community Noise Equivalent Level.

COMMUNITY NOISE EQUIVALENT LEVEL

A technique used in the State of California for quantifying aircraft and community noise levels. CNEL is based on A-weighted noise measurements, in which both the magnitude of noise and frequency of occurrence are measured. It incorporates factors of amplitude and the pitch of noise, hearing sensitivity of the human ear, duration of noise, and time of day penalty factors. The CNEL measure weights nighttime and evening noise occurrences greater than daytime ones.

DECIBEL (dB)

A unit for measuring the relative loudness of sounds equal approximately to the smallest degree of difference of loudness ordinarily detectable by the human ear.

A-WEIGHTED DECIBEL (dBA)

An A-weighted decibel compensates for the hearing sensitivity of humans by discriminating against the lower frequencies according to an approximate relationship to the sensitivity of the human ear.

EASEMENT

A grant of one or more of the property rights by the property owner to and/or for the use by the public, corporation, city, county or another person or entity.

FREQUENCY

The number of sound waves occurring within a given length of time. Frequency is expressed in Hertz. The human ear perceives differences in frequency as changes in pitch; the higher the frequency, the higher the pitch.

Housing Element

Heritage Hall was built in 1926 to house the congregation of St. Patrick's Church at the southeast corner of Harding Street and Oak Avenue. In 1952 the church was moved across the street where it became the City's first administrative offices. Over the next few years it served as home to the City Manager, City Council, Police Department and Fire Department, and as a County branch library. As new City offices were constructed and City departments moved out, use of the building changed from that of City Hall, to the City library, to the children's library, to a studio for the North County Ballet. Finally, in 1979 the sturdy little structure was slated for demolition to make way for a parking lot; however, it was rescued from demolition by a coalition consisting of Friends of the Library, the Carlsbad Historical Society and volunteer building tradesmen who arranged for it to be moved to Magee Historical Park. With only minor repairs, the old church once again became a public meeting place.

Note: Information derived in part from SEEKERS OF THE SPRING, by Marjorie Howard-Jones.

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THE CITY OF CARLSBAD

The City of Carlsbad, California, incorporated in 1952, is approximately 40 square miles of beautiful coastal San Diego County. Known as the "Village by the Sea," Carlsbad has the charm of a quaint seaside community together with the contemporary feel and look of a progressive business environment.

Named for a famous spa in Karlsbad, Bohemia (because of the similarity of the mineral water), Carlsbad is bordered on the west by uncrowded Pacific beaches and on the east by rolling hills and chaparral-covered mesas.

Carlsbad has evolved in the past decade as a focal point in North San Diego County for business and cultural activity. The city welcomes progressive and creative businesses to explore some of San Diego County's most prime industrial land and commercial opportunities.

Its progressive city government legislates a unique balance of public services and planning strategies to meet the current and future needs of the citizenry. Though committed to economic growth, the city is critically sensitive to Carlsbad's unique ecological position as a coastal city of beaches, fragile lagoons, and unspoiled canyons.

Carlsbad is strategically located between two of California's largest metropolitan areas - Los Angeles 90 miles to the north and San Diego 35 miles to the south. A major freeway, Interstate 5, traverses the city from the north to south, providing easy access and transportation to all points of Southern California.

Carlsbad boasts one of the most attractive climates in Southern California. Virtually smog-free, the air is regularly cleansed by the cool ocean breezes of the Pacific. Its vivid blue skies, low humidity, and light rainfall make the Carlsbad area delightful for living, working and playing. Temperatures range from an average of 58 degrees in January to an average of 73 degrees in July. Annual rainfall averages about 7 inches, most of it falling between October and February.

Source: Carlsbad Chamber of Commerce, Community Overview

EXECUTIVE SUMMARY

The Housing Element is one of the most important of the mandatory elements required to be included in a jurisdiction's General Plan. Within the last ten years substantial changes have been made to the statutes that concern the information required and the processes that produce the Housing Element.

The Housing Element is divided into four major sections. ***Section One*** deals with a review of the City's previous Housing Element, what programs were successful, and what programs were not. The purpose of this section is to look critically at past housing programs for better success in the next five year housing period.

Section Two is the Element's housing inventory, needs analysis and demographic projections. It also looks at housing for special groups such as the elderly, handicapped and the homeless.

Section Three identifies the constraints and opportunities for housing production within the City. It looks at all constraints that are applicable to Carlsbad. Some of these constraints are major and some have little impact individually, but cumulatively may be substantial. After each constraint a mitigating opportunity may be identified in order to overcome constraints. An inventory of the total acreage in Carlsbad is identified along with the approximate amount of residential acreage still to be developed.

Section Four identifies the City's Goals, Objectives and Policies that deal with housing development. The housing needs are identified and programs to meet these needs are offered.

The Housing Element as presented represents a commitment by the City to provide for existing and future housing needs for all economic ranges. It also must be identified that Carlsbad may have significant constraints to development of some types of housing and that a commitment must be maintained to development of opportunities for housing that has been previously overlooked.

EXCERPTS FROM THE CALIFORNIA GOVERNMENT CODE AND UNCODIFIED POLICY ADOPTED WITH STATUTES

Article 10.6 Housing Elements

Policy

65580. ***The Legislature finds and declares as follows:***

(a) The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order.

(b) The early attainment of this goal requires the cooperative participation of government and the private sector in an effort to expand housing opportunities and accommodate the housing needs of Californians of all economic levels.

(c) The provision of housing affordable to low- and moderate-income households requires the cooperation of all levels of government.

(d) Local and state government have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community.

(e) The Legislature recognizes that in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental, and fiscal factors and community goals set forth in the general plan and to cooperate with other local governments and the state in addressing regional housing needs. (Added by Stats, 1980, Ch.1143.)

Uncodified policy Following Section 65583 (Added with the statutes of 1984, urgency; Ch. 1691.)

Sec. 1. *The Legislature finds and declares that because of economic, physical, and mental conditions that are beyond their control, thousands of individuals and families in California are homeless. Churches, local governments, and nonprofit organizations providing assistance to the homeless have been overwhelmed by a new class of homeless: families with children, individuals with employable skills, and formerly middle-class families and individuals with long work histories.*

The programs provided by the state, local, and federal governments, and by private institutions, have been unable to meet existing needs and further action is necessary...The Legislature further finds and declares that there is a need for more information on the numbers of homeless and the causes of homelessness, and for systematic exploration of more comprehensive solutions to the problem. Both local and state government have a role to play in identifying, understanding, and devising solutions to the problem of homelessness.

Policy

65913. ***(a) The Legislature finds and declares that there exists a severe shortage of affordable housing, especially for persons and families of low and moderate income, and that there is an immediate need to encourage the development of new housing, not only through the provision of financial assistance, but also through changes in law designed to do all of the following:***

(1) Expedite the local and state residential development process.

(2) Assure that local governments zone sufficient land at densities high enough for production of affordable housing.

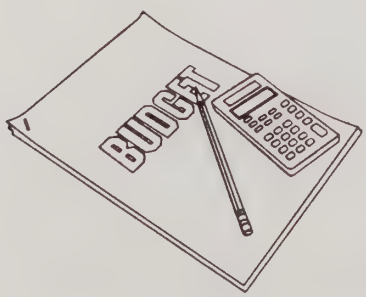
(3) Assure that local governments make a diligent effort through the administration of land use and development controls and the provision of regulatory concessions and incentives to significantly reduce housing development costs and thereby facilitate the development costs and thereby facilitate the development of affordable housing, including housing for elderly persons and families, as defined by Section 50067 of the Health and Safety Code. (Added by Stats, 1980, Ch. 1152; Amended by Stats. 1985, Ch. 1117.)

Uncodified policy Following Section 65913.4 (Added with the statutes of 1989; Ch. 842.)

Sec. 1. The Legislature finds and declares that the need for lower income housing is increasing throughout the state. The Legislature further declares that local governments and the private sector must work together to produce the necessary affordable housing; and in so doing, the local governments must offer the private sector incentives for the development of affordable housing to ensure adequate housing for all Californians.

FISCAL STATEMENT

This Housing Element proposes a number of follow-through objectives and actions designed to respond to the housing needs identified herein. The ability of the City to successfully meet these objectives and carry out the programs will depend, in part, on the availability of City resources. It must be recognized that there are always competing priorities for the allocation of these limited resources.



INTRODUCTION

A. BACKGROUND AND INTENT

The Housing Element of the General Plan is intended to provide citizens and public officials of Carlsbad with an understanding of the housing needs of the community and to develop an integrated set of goals, policies and programs which can assist the community in meeting those needs. The Element also includes implementation procedures and priorities. This document is the result of technical revisions to the Housing Element that the City adopted in 1985. The most significant changes are updates to the needs assessment and additions necessary to comply with the State requirements governing Housing Elements. The Goals/Policies/Programs section was revised where changes in the needs assessment suggests a revision in goals, or where evaluation of the City's progress from 1985 indicated a need for such revisions.

The two crucial themes that were identified in the 1985 Housing Element continue to be emphasized by the revised Housing Element. The first theme is the City's desire to ensure orderly growth. Carlsbad's population has exhibited a rapid rate of growth; more than doubling from 1980 to 1990. Although the rate of growth is expected to continue, it is expected to stabilize as implementation of the City's Growth Management Plan is achieved and Local Facilities Plans are adopted and financing for the required improvements is secured. The following table illustrates past trends from 1980 and the projections of growth in Carlsbad to 2000.

TABLE 1

CITY OF CARLSBAD
1980-2000

YEAR	POPULATION	HOUSEHOLDS
1980	35,490	13,352
1985	44,964	17,383
1990	63,452	25,850
1995	77,310	31,800
2000	86,130	35,576

Source: U.S. Census, 1980;
Series 7 Regional Growth Forecasts, SANDAG;
California Department of Finance, 1990

The second major theme is the desire to preserve the character of the City's existing residential areas, community scale and desirable environment. This theme is expressed through an emphasis on rehabilitation and preservation activities in older neighborhoods and an emphasis on neighborhood identity, orderly development and compatibility with surroundings to be stressed in new development. Both themes are addressed in the goals and policies of this element.

A new third theme is achieving a balanced community with the creation of adequate housing for all income ranges and creating a comprehensive planning strategy to achieve an overall jobs and housing balance. This theme is expressed by the proposed creation of approximately **1,400** new units of housing for lower income categories and a total of **6,273** units for all incomes within the next five years. This theme is addressed further in the goals and policies section of this element.

The Housing Element is intended to serve as a guide for both elected officials and staff in evaluating proposals, determining priorities, and making housing decisions of all kinds. The goals of the element provide a basis for reviewing day-to-day issues and serve as a basis for evaluating alternatives. The element, when viewed as a comprehensive housing strategy, also provides the City with a framework to respond to regional, state and federal housing initiatives and to evaluate state and federal programs for local use. The element is a comprehensive housing strategy that informs all residents of Carlsbad's goals, policies and priorities which attempt to meet "the housing needs of all economic segments of the community."

The Housing Element includes six general goals. Thirty-five objectives relating to the general goals are identified; each relates to a specific set of housing issues and problems. The first ten objectives relate to preservation of the existing community. The next twelve objectives relate to response to new development and special needs, while the next thirteen objectives involve low and moderate income needs. Objectives for promoting a jobs housing balance, conservation, organization, equal opportunity and updating the Housing Element are also stated. Action programs designed to carry out the policy are identified following each objective. The City is expected to use its best efforts to implement these programs consistent with sound legislative judgment. In implementing these programs, due consideration is to be given to the balance of new and existing housing, available resources, environmental protection and general community welfare.

Section Four of this Element highlights those policies and programs which, because of both state guidelines and local need, are to be given priority. Section Four also assigns responsibility for implementation and administration of the program. Ultimate responsibility lies, of course, with the Carlsbad City Council, which is to assign staff and resources to carry out responsibilities under its guidance or under that of appointed review bodies.

B. STATE LAW

A Housing Element is required by State Law (Government Code Section 65580). The Housing Element became one of the required elements of a General Plan in 1969.

State Law passed in 1980 (AB 2853-Roos Bill) describes the requirements for housing elements, the need to include an assessment of Regional Housing Needs, the role of the California Department of Housing and Community Development (HCD) in the review of elements, and procedures and timing for the adoption of the Housing Element. The law requires this Element be updated every five years.

According to AB 2853, the Housing Element is expected to contain three parts: (1) a statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement, and development of housing; (2) a program which sets forth a five-year schedule of actions to implement the policies and achieve the goals and objectives of the Housing Element; and (3) an assessment of housing needs and an inventory of resources and constraints relevant to the meeting of those needs.

Additional changes to the Housing Element (Article 10.6 of the Government Code) requires that cities perform an analysis of persons and families in need of emergency shelter and the identification of adequate sites to facilitate the development of emergency shelters and transitional housing (65583(c)(1)). The City must also identify publicly assisted housing developments that are eligible to convert to market rate developments during the next ten years. Carlsbad currently has no units subject to this analysis and program.

The needs assessment must include the City's share of the regional housing needs of persons at all income levels. The San Diego Association of Governments (SANDAG) has developed the Regional Housing Needs Statement which responds to the state requirements

and has been approved by HCD. The City of Carlsbad accepted for planning purposes the Regional Housing Needs Statement on June 26, 1990.

The minimum number of total housing units to be constructed in the period 1991-1996 is estimated to be **6,273** (see Regional Housing Needs Statement, on file in the Planning Department). The minimum number of additional lower-income households to be provided housing assistance is **1,125** (as identified by SANDAG's fair share goals). The minimum number of units to be rehabilitated with public assistance would be over **50.** The private sector also conducts rehabilitation, but the proportion of private activities that would constitute rehabilitation or conservation cannot be determined. However, if one were to assume at least as many units are to be rehabilitated by private funding as public funding, the maximum number would be **200** units. The conservation figures are more difficult to determine since these efforts are indirect types of activities. How many units are conserved by code enforcement? The City's objective is to conserve most of its housing stock. Only limited demolition and the described rehabilitation programs would influence this total. The programs described under conservation are designed to prevent all housing from falling from standard to substandard condition. Of course, the major efforts will be expended in the old neighborhoods of the City where housing is more susceptible to deterioration.

In addition to the code enforcement and other general regulatory activities of the City which are designed to conserve the City's housing stock, several specific programs have been identified which would conserve affordable housing. The minimum number of units conserved by these measures would be **100** units (in the Village Area Redevelopment Project through public improvements), **100** units through condominium conversion development standards, and approximately **1024** units through efforts to protect existing mobile home occupants.

C. RELATIONSHIP TO OTHER ELEMENTS

California law requires that General Plans contain an integrated and internally consistent set of policies. The Housing Element is most affected by development policies contained in the ***Land Use Element*** which establishes the location, type, intensity and distribution of land uses throughout the City. The Housing Element has been drafted to be consistent with the ***Land Use Element***, the ***Noise Element*** and the ***Public Safety Element*** which, for reasons of safety, geology, open space and noise, declares that certain areas are to be preserved or developed with non-residential uses. Specific types of housing are indicated in the Land Use Element as an effort was made to make these recommendations consistent with the Land Use Element. If it becomes clear that the goals of the Housing Element are not being met within the locations and densities established for residential development by the ***Land Use Element,*** the Element(s) will be amended to ensure consistency.

The Housing Element also is related to the ***Circulation Element*** in that major areas for housing must be provided with adequate access and transportation systems. Finally, because of its policies regarding preservation and rehabilitation, the Housing Element is related to the ***Historic Preservation Element***.

The Housing Element uses the residential goals and objectives of the City's adopted ***Land Use Element*** as a policy framework for developing more specific goals and policies in the Housing Element. Although the ***Land Use Element*** enumerates numerous goals and objectives for residential development, they encompass five main themes.

1. ***Preservation*** - The City should preserve the neighborhood atmosphere, retain the identity of the existing neighborhoods, maximize open space, and ensure slope preservation.

2. ***Choice*** - The City should ensure a variety of housing types, single-family detached or attached, multi-family (apartments, townhouses, etc.), with different styles and price levels in a variety of locations.

3. ***Medium and High Density Compatibility with Surroundings and Services*** -The City should provide close-in living and convenient shopping in the commercial core but limit large-scale development of apartments to areas that are most appropriate.

4. ***Housing Needs*** - The City should utilize programs to revitalize deteriorating areas or those with high potential for deterioration and seek to provide low and moderate income housing. The City will also address the special housing needs of the homeless, the farmworker, the handicapped and the elderly.

5. ***Growth Management Program*** - The Housing Element was reviewed with regard to the Growth Management Program in 1986. The analysis found that the Growth Management Program would not significantly impact the Regional Housing Needs or the Housing Element as the City's housing needs and fair share goals will continue to be met. It is the purpose and intent of this program to provide quality housing opportunities for all economic segments of the community and to balance the housing needs of the region against the public service needs of Carlsbad's residents and available fiscal and environmental resources.

SECTION ONE - REVIEW OF PREVIOUS ELEMENT

A. HOUSING NEEDS PERFORMANCE

The City of Carlsbad Housing Element adopted objectives to measure housing goals for all income groups.

The objective goal for total housing production for the City of Carlsbad, as set by the Regional Housing Needs Statement for the period of 1985-1991, was 11,589 total housing units. The total number of units actually constructed during this period was approximately 6,599 units. Additionally, approximately 4,900 units have received discretionary approvals but have not yet been built. The figures represent 11,499 new units constructed or approved during this period and account for 99% of the total unit housing goal.

The Regional Housing Needs Statement also established objectives for providing housing opportunities to low and very-low income households. This "Fairshare Objective" for Carlsbad was for 567 households either through new units constructed or assistance in the five year period from 1985-1990. The City achieved 321 households, or 57 percent of its fairshare goal. Out of the 17 jurisdictions (cities and county) in San Diego County evaluated for success in meeting "fairshare" housing goals, the City of Carlsbad ranked 12th overall.

TABLE 2

HOUSING NEEDS PERFORMANCE

	Goal	Approved	Constructed	Total	%
All Housing Units	11,599	4,900	6,599	11,499	99
	Goal	**Section 8 Guaranteed/ Assisted(1)**	**Potential/ Built(2)**	**Total**	**%**
Lower Income Units	567	105	216	321	57

Source: Carlsbad Planning Department, SANDAG

(1) Guaranteed/Assisted - Existing Assisted Units under Section 8 programs these include seniors and family. They are "Guaranteed" to rent at no more than 30% of the renters income through vouchers/certificates.

(2) Potential/Built - Units new or rehabilitated that are rent restricted, they may or may not be affordable to tenants depending on the tenants income.

B. REVIEW OF HOUSING ELEMENT 1985 - 1990

The City of Carlsbad's last adopted Housing Element set goals and objectives for housing development for the previous five year housing period from 1985 to 1990.

The five goals set forth in the 1985 Housing Element were followed by nine policies and 38 action items. A review of these policies and a progress report on the action items is contained below:

GOALS

The Housing Element has five major goals. These goals are intended to provide general direction in meeting Carlsbad's two major housing concerns: preserving existing community values and responding to projected growth.

1. The City should preserve Carlsbad's unique and desirable character as a coastal community and maintain high design and environmental quality standards in all new development or redevelopment.

2. The City should assure that future development provides an adequate diversity of housing, with types, prices, tenures and locations consistent with the age and economic characteristics of present and future residents.

3. The City should provide affordable housing opportunities in a variety of types and locations to meet the needs of current low and moderate income households and a fair share proportion of future low and moderate income households.

4. The City should assure that the amount and type of housing development or redevelopment is compatible with, and convenient to, the locations of major facilities and services and, in particular, major transportation and transit routes as well as major employment centers.

5. The City should assure that all housing, whether market or assisted, is sold or rented in conform-

ance with open housing policies free of discriminatory practices.

POLICY I

The City should preserve its existing character and protect residential communities, which could be susceptible to blight or deterioration, from the encroachment of conditions or uses which would have a negative impact or degrade the environmental quality of those communities.

Actions

I-I - The City should monitor signs of early decline within certain communities by conducting frequent spot inspections of housing conditions and attempting to make rehabilitation funds available as necessary.

Responsible Agency: Building, Housing and Redevelopment.

Quantified Objective: There were no quantified objectives. Three units received rehab loans during this period.

Cumulative Results: This program provided three residential rehab loans primarily to owner occupants within the five year housing period.

Actions

I-2 - The City should monitor signs of early decline within certain communities by conducting spot inspections of conditions of public and community facilities and services. Conditions should be evaluated for possible inclusion in capital improvement programs.

Responsible Agency: Engineering, Housing & Redevelopment.

Quantified Objective: There were no quantified objectives.

Cumulative Results: The City maintains an ongoing program to monitor facilities conditions within communities. There are further standards and service levels outlined in the Local Facilities Management Plan for each of the 25 zones within the City.

Actions

I-3 - The City should encourage greater involvement from community and neighborhood organizations in the preservation of existing neighborhoods. The City will undertake an increased promotion campaign and also conduct this effort in Spanish.

Responsible Agency: Housing and Redevelopment.

Quantified Objective: Although there were no specific goals on meeting, at least one meeting is held with each community group on an annual basis.

Cumulative Results: The Housing and Redevelopment agency has met with interested groups within the City on a variety of improvement issues.

Actions

I-4 - The City should distribute public notices of major developments and plans to community and neighborhood based groups. The City should continue to distribute the City Newsletter which provides such information for all residents of Carlsbad.

Responsible Agency: Planning, Housing and Redevelopment.

Quantified Objective: All major developments were noticed to the community.

Cumulative Results: The City has a comprehensive noticing procedure, as required by law. In addition standard newsletters on various subjects were distributed to the community on substantive issues.

Actions

I-5 - The City should, where feasible, preserve historic houses from demolition or conversion to inappropriate uses. Historic properties are eligible for federal and

state funds to carry out rehabilitation. These funds are difficult to obtain, so economic feasibility of maintenance or conversion of historic sites is of prime importance. The City has established an Historic Review Committee which will update the existing historic housing inventory and draft an ordinance for the development of historic sites.

Responsible Agency: Building, Planning.

Quantified Objective: No quantitative objective was set for this program.

Cumulative Results: The Historical Review Committee has been replaced by the Historical Preservation Commission. An historical inventory of significant structures has been completed and adopted by the City. An ordinance implementing this policy is in effect.

POLICY II

The City should utilize code enforcement and rehabilitation activities to preserve and rehabilitate the housing stock within the Village Area Redevelopment Project.

Actions

II-1 - The City should continue rehabilitation of residences with funding from the block grant program. Almost $80,000 has been allocated to rehabilitation and $45,000 is on deposit. The City will continue to provide funds for the rehabilitation of housing.

Responsible Agency: Housing and Redevelopment.

Quantified Objective: The Housing and Redevelopment Agency has issued three residential rehab loans totaling $42,970.

Cumulative Results: Three rehab loans were issued within the redevelopment area.

Actions

II-2 - The City should pursue federal aid and state rehabilitation program funds which allow flexibility in rehabilitation assistance for investors and moderate and middle-income owners. Applications for federal loans for the area designated will be made by the Carlsbad Housing and Redevelopment Commission, depending on available funds. Rent maximums allowed on investor-owned rehabilitated units should be those established by the U.S. Department of Housing and Urban Development for its Section 8 Moderate Rehabilitation Program.

Responsible Agency: Housing and Redevelopment.

Quantified Objective: N/A.

Cumulative Results: The City has received CDBG funds for rehab purposes. No other programs were initiated during this period.

Actions

II-3 - The City should seek to maintain and improve public facilities and services within the Village Area Redevelopment Project. Funds from additional Community Development Block Grant monies, tax increments, bond issues or general city funds will be used to finance these improvements.

Responsible Agency: Housing and Redevelopment Agency.

Quantified Objective: N/A.

Cumulative Results: Redevelopment tax increment funding has been used in several improvement programs to maintain and improve public facilities.

POLICY III

The City should develop a greater diversity of housing types and programs to meet a significant share of Carlsbad's lower income housing needs; maintain and rehabilitate where necessary the existing stock of lower income housing.

Carlsbad's six-year goal as presented in the 1985-1991 Housing Needs Statement is to provide housing assistance to 567 lower income households from 1985 to 1990 (or 680 over the six-year period; 113 households per year).

Actions

III-1 - The City should pursue those federal and state housing programs which are compatible with the objectives of the City and can provide the greatest number of housing units which would meet the City's current and projected needs.

Responsible Agency: Housing and Redevelopment Agency.

Quantified Objective: N/A.

Cumulative Results: The City has implemented one federally funded housing program during this housing period. (Section 8).

Actions

III-2 - The City should continue the existing Section 8 Housing Assistance Program (265 units) seeking revised rents from the Department of Housing and Urban Development consistent with coastal area market prices.

Responsible Agency: Housing and Redevelopment Agency.

Quantified Objective: 265 units.

Cumulative Results: The City has retained 100% of all units in existing (1985) Section 8 program.

III-3 - The City should also apply to the U.S. Department of Housing and Urban Development for an additional 175 units of Section 8 assisted housing phased over the six year time frame of the Housing Element (1985-1991). The allocation of these units between elderly and non-elderly households is expected to be determined by funding priorities of the Department of Housing and Urban Development and the City of Carlsbad Housing and Redevelopment Commission.

Responsible Agency: Housing and Redevelopment Agency.

Quantified Objective: 175 units.

Cumulative Results: 105 Section 8 units were added to the existing program. 60% of the goal objective was met.

III-4 - The City should continue to implement program(s) to develop up to 250 new units of senior citizen housing on scattered sites in Carlsbad as approved by the Article 34 referendum in November 1980. These sites would be located in any of the City's four geographic quadrants as long as they are consistent with site selection criteria outlined under Policy VI (Adequate Sites) and avoid concentrations in any one of the quadrants. The City approved three projects with a total of 160 units for seniors by 1985. These units have controls on rent and age to ensure they're affordable as housing for senior citizens.

Responsible Agency: Housing and Redevelopment Agency.

Quantified Objective: Total 60 unit objective set for five year period cumulative results. Ninety-one new units were created under senior/density bonus provisions. These were in the northwest quadrant.

Cumulative Results: The City's five year goal has been exceeded by 50%.

Actions

III-5 - The City should establish a Housing Development fund to assist in land purchase or write-down costs for development of lower income housing. Tax increment funds, portions of annual CDBG grant, or state or federal contributions to nonprofit housing sponsors should be sought.

Responsible Agency: Housing and Redevelopment Agency.

Quantified Objective: 100.

Cumulative Results: The City has not developed a Housing Development Fund. Twenty percent of Redevelopment tax increment funds are set aside for moderate-low income housing projects. No units were developed under this program.

Actions

III-6 - The City should ensure that the design, location, and quality of projects be reasonably consistent and compatible with other types of ownership housing. Condominiums and condominium conversions constitute a significant portion of the city's stock of affordable housing. In order for the standards for new condominium construction to be valid, the same standards should also be applied to condominium conversions. In order to ensure that all condominiums offered for sale meet the City's goals, the City should consider the need to reduce and mitigate the impact of conversions on tenants who are forced to relocate. The policy of the City should be to reduce and mitigate these adverse impacts by providing adequate notification procedures and relocation assistance (including payments for relocation and moving costs). The City should provide additional counseling, referral, and other services to aid displaced tenants to find replacement housing.

Responsible Agency: Planning.

Quantified Objective: N/A.

Cumulative Results: Currently the planning staff issues compatibility issues through design reviews. The City currently has not developed its own assistance programs for condominium conversion.

POLICY IV

The City should develop public incentives to encourage the private market to provide broader housing opportunities for low and moderate income households.

Actions

IV-1 - The City should establish a density bonus program which would implement Section 65915 et seq. of the Government Code. The bonuses and incentives provided pursuant to Section 65915 et seq. are alternatives, not additions, to the bonuses provided in other housing programs.

Responsible Agency: Planning.

Quantified Objective: N/A.

Cumulative Results: The City provided density bonus provisions to two projects during this time period. A new density bonus ordinance pursuant to recent changes in Section 65915 is being developed.

Actions

IV-2 - The City should continue to implement ordinances encouraging the mixed use of compatible commercial and residential uses, particularly in the Village Redevelopment Project and in the community centers of newly developed master plan areas. Compatible commercial uses should include administrative and professional offices, retail uses with pedestrian orientation and some public uses. (See Village Area Redevelopment Plan.) Combination Districts (combining two or more general plan land use designations over the same piece of property) are being used in Carlsbad to provide mixed uses.

Responsible Agency: Planning.

Quantified Objective: N/A.

Cumulative Results: The City has encouraged the mixed use development by requiring certain residential projects to include commercial square footage in the Village Redevelopment Area. The P-M Zoning (manufacturing) includes provisions for onsite housing that is related to industrial development.

Actions

IV-3 - The City should continue to encourage use of ordinances that extend the provisions of the Senior Citizens Housing Development Ordinance to zones other than the R-P zone. The City has used the CUP process in conjunction with the RDM, RW and R-3 Zones.

Responsible Agency: Planning.

Quantified Objective: N/A.

Cumulative Results: The Senior Ordinance has been extended to cover the RDM, PC, RW, R-3 Zones, and is allowed by CUP in the VR (Village Redevelopment) Zone.

Actions

IV-4 - The City should continue to encourage the continued use of the affordable senior housing ordinance on a case-by-case basis.

Responsible Agency: Planning.

Quantified Objective: N/A.

Cumulative Results: The Planning Department has encouraged the use of affordable housing for seniors. The City Council has established a policy to waive development fee as an encouragement for low-income senior housing.

Actions

IV-5 - The City should continue to encourage the preparation of specific or master plans for residential development on specified sites within the City to avoid the need for further environmental review of individual projects within such specific plan areas.

Responsible Agency: Planning.

Quantified Objective: N/A.

Cumulative Results: The Planning Department allows the use of "Tiering" environmental review especially environmental impact reports, to avoid redundant environmental processing.

Actions

IV-6 - Where federal and state subsidies mandate such programs, or where the City Council deems it necessary to ensure that units which are developed pursuant to Actions IV-1, IV-3, and IV-4 remain available to persons of low and moderate income, the City should adopt programs for rent regulations and resale control.

Responsible Agency: Housing and Redevelopment Agency.

Quantified Objective: N/A.

Cumulative Results: The City has adopted an Ordinance Chapter 21.70 that requires development for low income projects enter into an agreement with the City to retain the goals of this policy.

Actions

IV-7 - The City should require that a portion of master or specific plan areas be utilized for housing which helps meet Carlsbad's identified share of the regional need. Much of the undeveloped land in Carlsbad is located in areas where ordinances require master or specific plans for development.

Responsible Agency: Planning.

Quantified Objective: 100 - 120 units.

Cumulative Results: No program to implement this action developed. As a result most master plans gave only vague or no housing opportunities for lower or moderate income housing. No low income units were built as a result of this action.

Actions

IV-8 - The City should continue participation in Local Area Certification process. HUD has certified that the City's development codes met VA/FHA standards. This certification reduces processing time for applications for VA and FHA assistance.

Responsible Agency: Planning.

Quantified Objective: N/A.

Cumulative Results: The City currently participates in this program.

Actions

IV-9 - The City should continue to encourage "fast-tracking" of housing projects which address Carlsbad's share of the regional need for low and moderate income housing.

Responsible Agency: Planning.

Quantified Objective: N/A.

Cumulative Results: Fast tracking of affordable (low and moderate) projects is offered as an incentive for low-income unit production. The City has not implemented a formal procedure for doing so. This procedure has not been requested by the development community as very few projects that could be considered under the policy have qualified.

Actions

IV-10 - The City should continue to work with private developers to provide affordable housing through the use of mortgage revenue bonds whenever feasible (dependent upon continued legislative support).

Responsible Agency: Housing and Redevelopment Agency.

Quantified Objective: 300 - 400 units.

Cumulative Results: A total of 106 units assisted with mortgage revenue bonds were developed during this housing period.

Approximately 35% of the cumulative objective (300) was met under this program.

POLICY V

The City should assure the availability of adequate and suitable sites for development of a variety of housing types and especially to assure affordable.

Actions

V-1 - The City should continue to encourage zoning of suitable sites in all new developments for medium and high density. The determination of density and location within appropriate areas should be negotiated by staff and developers subject to Council approval.

Responsible Agency: Planning.

Quantified Objective: N/A.

Cumulative Results: In 1986, the City of Carlsbad adopted a Growth Management Plan that limited construction until local public facilities are estimated, planned for and financed. Public facilities and services were correlated with population and residential density and increases in density can be approved provided that sufficient public facilities for that (increase in) density are sufficient. Due to the process of developing facilities plans and assuring the finance of the required infrastructure, no increases in density were approved by the City Council. Changes of density may now be approved as most Local facilities plans have been approved, financing for infrastructure is being secured, and the City can estimate if adequate facilities exist or are planned for to handle an increase in density.

Actions

V-2 - The City should continue to encourage the development of suitable sites within the City for manufac-

tured housing, including mobile home parks, mobile home and modular unit subdivisions, and consider zoning code amendments to permit these housing types. These actions should ensure that suitable sites for a variety of housing types would continue to be made available by implementing the newly adopted amendments to the subdivision and zoning ordinances that provide for the establishment of exclusive mobile home zones and by establishing criteria for the location of factory built housing on a variety of sites throughout the City. The City should provide standards for development and design as well as special considerations for low and moderate income and senior citizen residences or projects. The City should reduce the impact of the conversion of mobile home parks to other uses by providing procedures for notification to occupants and adequate assistance for relocation of persons and units.

Responsible Agency: Planning.

Quantified Objective: N/A.

Cumulative Results: The City has encouraged the retention and development of mobile home sites by adopting a mobile home park zoning. Additionally, the City has encouraged the retention of mobile home parks by direct subsidy for purchase to convert to ownership opportunities. Nine units of low income mobile homes were created under this program.

Actions

V-3 - The City should review low and moderate income housing proposals based on HUD site and neighborhood standards (588.2106), which included the following criteria:

1. The site must promote greater choice of housing opportunities and avoid undue concentration of assisted persons in areas containing a high proportion of low-income persons.

2. The site must comply with any applicable conditions in the Urban County Housing Assistance Plan approved by HUD, as long as that document is required.

3. The housing must be accessible to social, recreational, educational, commercial and health facilities and services, and to other municipal facilities and services that are at least equivalent to those typically found in neighborhoods consisting largely of unassisted, standard housing of similar market rents.

4. Travel time and cost via public transportation or private automobile, from the neighborhood to places of employment providing a range of jobs for lower-income workers, should not be excessive. While elderly housing should not be totally isolated from employment opportunities, this requirement should not be rigidly applied to such projects.

Responsible Agency: Housing and Redevelopment Agency.

Quantified Objective: N/A.

Cumulative Results: No HUD funded projects were developed within the City. Any non-HUD funded low income projects that the City did review generally did not meet the site design criteria outlined under these guidelines. Most proposed projects were to be developed in or near the downtown area or within the redevelopment area. This would have caused an undue concentration of lower-income units within one section of the City.

POLICY VI

The City should plan for the location of major new residential development along transportation and transit lines to assure access to commercial and industrial employment centers; and plan for residential development to accommodate anticipated growth, as approved by City Council from available forecasts.

Actions

VI-1 - The City should undertake a community education program within each of the four quadrants to acquaint residents with recent growth forecasts, availability of services and facilities, and possible impacts of growth.

Responsible Agency: Planning.

Quantified Objective: N/A.

Cumulative Results: The Planning Department routinely attends the City's Quadrant meeting to address specific planning issues.

Actions

VI-2 - The City should seek cooperation of major employers in estimating five-year job growth, profile of employees and estimate of housing needs.

Responsible Agency: Planning.

Quantified Objective: N/A.

Cumulative Results: Through the City's advance planning and growth management sections of the Planning Department, and the research office of the City Manager, the City maintains an ongoing effort to look at future projections. The City maintains reports with SANDAG on official projections and Housing-Needs Assessment.

Actions

VI-3 - The City should continue to prepare the Public Facilities Monitoring Reports which contain an estimate of the major services and facilities capacities (housing units) on an annual basis and compare these estimates to population forecasts.

Responsible Agency: Planning.

Quantified Objective: N/A.

Cumulative Results: The City Council currently approves Local Facilities Management Plans which contain levels of service and estimates of service and facility capacities. Monthly reports prepared by the Growth Management Department monitor these estimates.

POLICY VII

The City should actively pursue organizational changes and the development of new organizations to facilitate meeting the City's housing needs.

Actions

VII-1 - The City should work with local nonprofit and limited profit groups to develop applications for housing development, loan and counseling funds available to such groups through state and federal programs.

Responsible Agency: Housing and Redevelopment Agency.

Quantified Objective: N/A.

Cumulative Results: The City currently maintains contact with a several non-profit groups. Proposals for CDBG grant funds to assist low-income residents are awarded on a yearly basis.

Actions

VII-2 - The City should consider expanding the role of the Housing and Redevelopment Commission to include municipal finance and land banking functions.

Responsible Agency: Housing and Redevelopment Agency.

Quantified Objective: N/A

Cumulative Results: The Commission currently assesses program and site selection criteria for low income housing. No programs for land banking or financing were implemented.

POLICY VIII

All housing in the City should be sold or rented in accordance with the federal and state governments' equal opportunity regulations.

Actions

VIII-1 - The City should continue to support affirmative fair market programs by builders developing housing in Carlsbad.

Responsible Agency: Housing and Redevelopment Agency.

Quantified Objective: N/A.

Cumulative Results: The City currently maintains as policy this action item.

Actions

VIII-2 - The City should encourage developers/ owners of mobile home parks to operate in conformance with "open" park laws. The City should also report any closed park practices to the San Diego District Attorney's Office.

Responsible Agency: Housing and Redevelopment Agency.

Quantified Objective: N/A.

Cumulative Results: The City maintains this program on a complaint only basis. Complaints are forwarded to the proper authorities for action. The exact number of complaints was not recorded.

POLICY IX

The City should periodically review all housing program implementation efforts and update when necessary.

Actions

IX-1 - The City should prepare periodic reports on implementation of the Housing Element goals and policies for Planning Commission and City Council review.

IX-2 - The City should conduct updates and evaluations of projections, needs and goals in the Housing Element when the Regional Growth Forecasts are adopted by the City.

Responsible Agency: Planning, Housing and Redevelopment Agency.

Quantified Objective: N/A.

Cumulative Results: Although no periodic reports are issued on implementation of housing goals and programs, programs or issues that deal with the Housing Element are brought before the Planning Commission and City Council for review as the occasion warrants.

Regional growth forecasts are evaluated when they are available.

Actions

IX-3 - The City should conduct updates and evaluations of housing needs when more current information that would affect the housing needs assessment becomes available.

Responsible Agency: Planning Department.

Quantified Objective: N/A.

Cumulative Results: Currently needs are reassessed when regional housing information from the Regional Council of Governments (SANDAG) is made available and when decennial census data is made available.

IX-4 - The City should conduct a major evaluation and update of the Housing Element in 1991, and revise where necessary.

Responsible Agency: Planning, Housing and Redevelopment Agency.

Quantified Objective: N/A.

Cumulative Results: The City has expanded its Planning Department to include an advanced planning section. A task of this section is review and revision of the Housing Element for 1991.

C. SUMMARY

Although overall housing production grew strongly over the 6 year planning period of the Housing Element, overall goals in producing the projected units for all income categories fell short. Approvals for over 11,000 units were given during this period, but slightly over 6,500 units were constructed. This lower construction number was due in part to: the adoption of a Growth Management Plan that restricted development until facilities and infrastructure were built or financed; a general economic downturn in the latter part of the decade which in turn softened the real estate market; and a finance crisis within the savings and loan industry which usually finances residential real estate.

The goals for lower-income units fell short due to a variety of reasons. Some of these reasons were beyond the ability of the City to affect. These reasons included:

1. Changes in the Federal and State Tax codes that made multi-family tax-benefits and financing more difficult to obtain.

2. Market forces which channeled more multi-family, high density development to ownership tenure (condominiums) rather than rental products that may have been affordable to lower-income residents.

3. Higher land prices that are prevalent in most coastal locations.

4. Lack of required infrastructure improvements in undeveloped areas of the City.

The internal factors that affected the City's Housing performance, especially in the creation or encouraging more affordable units included:

1. Allocation of financial and staffing resources. The City did not implement several programs such as Land Banking or a Housing Trust Fund that would have been an incentive to lower-income housing construction. Redevelopment tax-increment funds set aside for lower-income housing were not allocated due to the lack of supportable developments. The City has only recently implemented an inclusionary policy that was stated in the previous Housing Element.

2. Additional requirements for infrastructure improvements and services as required under the Growth Management Plan. The requirement of Local Facilities Management Plans for the developed and undeveloped areas of the City did not stop housing production, but did have a slowing effect.

Although the previous Housing Element called for many programs to assist in the development of lower-income units, few were adopted. Successful programs were the increase in Section 8 programs and development of more senior housing.

The success and failure of the past housing policy are reflected in this revised Housing Element. It calls out many of the Element's previous programs and supplements them with additional programs. The ultimate success of any program, minor or major, funded from within or from other sources, ultimately depends upon the political will and economic considerations necessary to carry the proposed programs out.

SECTION TWO - HOUSING INVENTORY AND NEEDS ASSESSMENT

A. HOUSING NEEDS ANALYSIS

This housing needs analysis is a review of selected information on population and housing trends within the region and Carlsbad. It contains information on employment and employment trends, housing costs, the estimated number of households that need assistance and other relevant statistical data. These data are important in understanding the evaluation of supply and demand indicators and the current market analysis of housing within Carlsbad. The analysis in this section has been done with the best available data from the Census Bureau, City , SANDAG and other sources. Much of the data derived from 1980 Census figures has been extrapolated to 1990. The 1990 Census figures were not yet available at the time of this analysis.

Certain groups of people have special needs for housing. These groups, the elderly, handicapped, large families, students and the military have a significant impact on the demand for housing, especially those in the low-income category. These special needs groups may overlap. A migrant farmworker may be homeless or a senior citizen may be handicapped. The following section contains an identification and analysis of those special needs groups.

1. POPULATION GROWTH

Within the last 20 years, the City of Carlsbad has experienced rapid growth. In 1960, a few years after incorporation, the population base was under 10,000 people; by 1970, that had been increased to almost 15,000. In the 1970's development just outside Carlsbad, most notably the La Costa area, had begun, and with the annexation of these areas the City's population had doubled. By 1980 the population stood at over 35,000. The 1980's brought on a development boom to the North County with additional employment centers, more housing and the need for public services for the increase in population. Within five years, the population had grown by another 10,000 people and in 1986 ballot measures were approved limiting growth by requiring that certain standards in public services and infrastructure be met prior to development. This action had a stabilizing effect and population growth leveled off to its figure of 63,451 by 1990. Table 3 shows the past increase in population and the projected population to the year 2010 based on regional and City forecasts.

TABLE 3

POPULATION TRENDS	
Year	*Population*
1960	9,253
1970	14,944
1980	35,490
1981	35,725
1982	37,583
1983	38,827
1984	39,963
1985	43,685
1986	47,810
1987	53,900
1988	58,850
1989	61,948
1990	63,451
1995	80,000
2000	95,000
2010	110,820

Source: Carlsbad Economic Enhancement Council.
Source Point Population and Housing Report, July 1990 (page 4 of SANDAG INFO)
State Department of Finance, 1990

2. POPULATION PROJECTIONS

Population projections for the region show that there will be continued population growth over the next decade.

Factors that may change this pattern are varied, but the key factors are:

- Housing growth - a prolonged economic slump or moratorium may retard growth.

TABLE 4

CITY OF CARLSBAD AND REGIONAL PERSONS PER HOUSEHOLD

PERSONS PER HOUSEHOLD	CARLSBAD		REGION		CARLSBAD AS A PERCENT OF REGION
	Number	Percent	Number	Percent	
1 person	2,863	21.1	159,098	23.7	1.8
2 persons	5,439	40.0	231,213	34.5	2.4
3 persons	2,224	16.4	112,288	16.8	2.0
4 persons	1,864	13.7	92,374	13.8	2.0
5 persons	759	5.6	43,323	6.5	1.8
6 or more persons	437	3.2	31,798	4.7	1.4
TOTAL	13,586	100.0	670,094	100.0	2.0

Source: 1980 Census Summary Report; SANDAG, page 41

- Persons per households - regional requirements for more low and moderate income housing may require changes of housing product types. As different housing types have different person per household yields, this may result in some small variations to population projections.

The City's growth management program contains a buildout capacity set at 54,599 dwelling units with a projected population of 134,914. The final population figure is based on an assumption of 2.471 persons per household based on the Jan 1, 1986 State Department of Finance Estimates.

3. POPULATION BY AGE GROUP

The distribution of population by age groups is an important factor to consider in the development of housing strategies. Age group characteristics for the City of Carlsbad show the largest population group to consist of persons between the ages of 35 to 59 years (or about 30% of the population) as shown in Table 5.

TABLE 5

CITY OF CARLSBAD POPULATION BY AGE GROUP

Age	*Carlsbad*	*%*
0-4	4,379	7.4
5-13	5,252	8.9
14-17	1,859	3.2
18-24	4,772	8.1
25-34	13,121	22.3
35-59	17,801	30.3
60-64	3,442	5.8
65-74	5,981	10.2
75+	2,237	3.8
TOTAL	58,844	100%

Source: Source Point 1988 Age and Sex Estimates SANDAG page 44

This table indicates that approximately 20% of the population is 60 years or older, and almost 50% of the resident population is under the age of 34 years. The median age in Carlsbad is 32.2 years as shown in Table 6.

TABLE 6

Area	Median Age
Carlsbad	32.2
San Diego County	28.8
Source: U.S. Bureau of the Census, 1980	

The City shows a slightly older median age than the County as a whole, and a substantial part of the population is under 35 years of age.

Age distribution is an important factor in determining market housing demand. Traditionally, the young adult population (20 - 34 years old) tends to favor, or can afford, apartments, low-to moderate cost condominiums, and smaller single-family units. The group of persons aged 35 to 65 years old provides the major market for moderate to high end apartments, condominiums or single-family homes. This age group tends to have higher incomes and larger household sizes.

Carlsbad, with its higher median age and higher median income, shows a continuing demand for housing in the upper income range. However, it is important to consider the argument that the type of housing built also influences the age and income characteristics of the population. Housing that targets the older "move up" buyer may attract an older, more affluent population range from the surrounding communities who often will commute back to their jobs located close to their former residence. As 90% of Carlsbad's housing stock has been built within the last 20 years and almost 40% within the last 10 years, the people who have purchased these homes have tended to be older, and may have established jobs elsewhere within the region or County. This situation may create a jobs/housing imbalance.

4. POPULATION BY RACE

From 1980 to 1988, Carlsbad has experienced some changes in ethnicity. Although the population of the city is predominantly white, Table 7 indicates that the two largest increases were for Asian and Hispanic population groups.

TABLE 7

POPULATION BY RACE
1980-1988

	1980	Percent	1988	Percent	Change	Percent
Hispanic	4,790	13%	9,137	15%	4,347	91%
White	29,450	83%	45,954	78%	16,504	56%
Black	213	1%	370	1%	157	74%
Asian/Other	1.037	3%	3,384	6%	2,347	226%
TOTAL	**35,490**	**100%**	**58,845**	**100%**	**23,355**	**66%**
Source: SANDAG Sourcepoint, Jan. 1, 1988, Estimates by Ethnic Group						

This population estimate does not figure in the transient work force that may include a larger number of Hispanic workers.

5. HOUSING PROJECTIONS

Carlsbad is projected to have a high expected housing growth rate (over 500 units per year) in the next five years. This is due to general housing demands, the backlog of approved projects and a large amount of pending projects.

Pending projects are those that have not yet received discretionary approvals and/or are in the submittal process. Table 8 indicates the number of pending projects within the City.

TABLE 8

PROJECTS IN SUBMITTAL	
Project Pending	Units Pending
53	4,352

Source: City of Carlsbad Growth Management Division Monitoring Report December , 1990

Total housing unit projections differ from one source to another. Regional growth forecasts show approximately 35,576 units by the year 2000. The City's Growth Management Program anticipates no more than 38,861 dwelling units through 2000. As market demand is a key factor in housing growth, a recessionary cycle or prolonged housing slump would act to suppress these projections. Table 9 indicates housing growth projections from both SANDAG and the City of Carlsbad's own Growth Management Division.

TABLE 9

PROJECTED HOUSING UNITS		
Year	City(1)	SANDAG(2)
1990	27,244	
2000	38,861	35,576
2010	48,993	42,613

Source: (1) City Growth Management Division. Local Facilities Phasing Plan, 12/90
(2) SANDAG . Regional Growth Forecast, July 1988

The City's figure, which is larger, is a maximum figure determined on facilities phasing and service improvement throughout the City. The levels of service and public facilities in place at that time would accommodate the maximum number of housing units projected through the Facilities Management Plan. The regional forecasts are consistent with the City's own as the City would be able to accommodate the City's share of regional growth and housing units under the Growth Management Plan.

At this rate of growth, Carlsbad will achieve its estimated build out capacity of 54,599 housing units in the first or second decade of the next century.

6. HOUSING TRENDS

Carlsbad has experienced a tremendous growth in housing units within the last 20 years. This is consistent with regional growth trends in the San Diego area. Carlsbad, with its coastal location and large undeveloped acreage, has experienced a slightly higher growth rate. Almost 40 percent of the City's housing stock is under ten years old and 90 percent of it's housing stock was built within the last 20 years. Table 10 shows the number of units and approximate range in age of Carlsbad's housing stock.

AGE AND CONDITION OF HOUSING STOCK

Nearly 80 percent of Carlsbad's housing was constructed in the last 20 years as Table **10** indicates. As such, Carlsbad has only a small stock of older homes. These are primarily located in the older northwest quadrant of the City. Table 11 indicates that although the substandard housing stock within the city is small (under 5%) the majority of substandard housing is owner occupied.

These older units are also a major source of affordable housing stock for lower and moderate income residents as rents and sales prices are usually lower. It is important for Carlsbad to preserve these units through careful monitoring, code enforcement and application of rehabilitation funds, otherwise this affordable stock is in jeopardy of being lost.

TABLE 10

AGE OF HOUSING STOCK		
Years Built	Age	Number
Before 1940	More than 50 years old	419
1940-1949	40-50 years old	536
1950-1959	30-40 years old	1,432
1960-1969	20-30years old	2,860
1970-1979	10-20 years old	9,863
1980-1989	Less than ten years old	11,296

Sources: SANDAG 1980 Census Summary Report/SD County Building Report Jan. 1, 1990

TABLE 12

CONSTRUCTION OF HOUSING UNITS		
Year	*Total Housing Units Completed*	*Total Housing Units Authorized*
1980	191	422
1981	477	482
1982	365	411
1983	491	1,560
1984	1,793	1,907
1985	1,985	2,811
1986	2,624	2,565
1987	1,885	659
1988	1,046	425
1989	431	353
TOTAL	11,288	11,595

Source: San Diego County Building Report Compiled by the Greater San Diego Chamber of Commerce SANDAG INFO Page 6

TABLE 11

CONDITION OF RESIDENTIAL STRUCTURES BY TENURE				
	Standard Units		Substandard Units	
	Occupied Units	Vacant Units	Occupied Units	Vacant Units
Owner	13,307	473	258	10
Renter	10,036	763	873	66

Source: City of Carlsbad Housing and Redevelopment Dept. Housing Assistance Plan

7. APPROVED AND PROJECTED UNITS

Over the last ten years, Carlsbad completed construction of over 11,288 housing units as indicated in Table **12**. The estimates of units built may be different depending on the source and methodology used to count the unit, i.e., permit issued, certificate of occupancy etc.

Table 12 shows a lag time between authorization and completion of units of up to two years. In addition, after implementation of the Growth Management Plan in 1986 by citizen initiative, building permits and authorizations were halted until key conditions of the Growth Management Plan were met. These conditions included the completion of a Local Facilities Management Plan for each of the City's 25 Local Facility Management zones to ensure that the needed facilities would be provided in a timely manner.

These conditions resulted in a decrease in building permit issuance following 1986, although discretionary actions approving housing development were continued. This has resulted in a large backlog of approved developments awaiting building permit issuance as indicated in Table **13**.

TABLE 13

APPROVED UNITS			
Approved Projects	Approved Units	Building Permits Issued as of 12/11/90	Remaining Approved Units
94	5,797	362	5,436

8. HOUSING COSTS

a. RENTS

A significant portion of the households in Carlsbad are housed in rental units. Rental units may be the typical stacked flat apartment style dwelling unit or may be a town home or single-family dwelling unit.

Traditionally, rental housing is the most affordable type of housing unit. Typical tenants include singles, young families, retirees and lower income wage earners. The length of stay for rental units is shorter than for owner-occupied units. Households that rent usually live closer to job sites than households that own their homes.

In general, with the increase in the cost of homes in recent years, more and more moderate and upper income households are renting. This trend has put pressure on existing rental stock, encouraged the construction of new multi-family residential structures and has kept vacancy rates low. Rental costs, however, have increased due to this increased pressure and a downturn in multi-family construction.

TABLE 14

AVERAGE RENTS	
Type	Rent
1 Bdrm Apartment	$531
2 Bdrm Apartment	$669
2 Bdrm Duplex	$800
3 Bdrm Apartment	$875
3 Bdrm Condo/Townhouse	$1,023
4 Bdrm Condo/Townhouse	$1,200
Source: Rent Survey conducted by Carlsbad Planning Department, December 1990	

Table **14** shows the average rates for rental units in Carlsbad. A typical one bedroom unit rents for around $530.00 per month (excluding utilities). This is within the range of affordability for a lower income household of two persons. As indicated in Table **15**, an average rent in Carlsbad for a two bedroom apartment unit is still within range for a family of four making 80% of the County median.

TABLE 15

LOWER INCOME RENTS
State HCD Standards (includes utilities)

Unit Type	1 BDRM		2 BDRM		3 BDRM	
VERY LOW						
Family Size	1 person	2 person	3 person	4 person	5 person	6 person
Max. Annual Income	$ 13,600 to $ 15,550		$ 17,500 to $ 19,450		$ 21,000 to $ 22,550	
Max. Monthly Income	$ 1,133 to $ 1,296		$ 1,458 to $ 1,621		$ 1,750 to $ 1,879	
RENT (incl. util) (30%)	**$ 340 to $ 389**		**$ 438 to $ 486**		**$ 525 to $ 564**	
LOW						
Family Size	1 person	2 person	3 person	4 person	5 person	6 person
Max. Annual Income	$ 21,200 to $ 24,250		$ 27,250 to $ 30,300		$ 32,200 to $ 34,100	
Max. Monthly Income	$ 1,767 to $ 2,021		$ 2,271 to $ 2,525		$ 2,683 to $ 2,842	
RENT (inc. util) (30%)	**$ 530 to $ 606**		**$ 681 to $ 758**		**$ 805 to $ 853**	

BASED ON SAN DIEGO COUNTY MEDIAN INCOME OF $37,900 (Family of Four)

Although most housing stock in Carlsbad is less than 20 years old, most of the rental units are located in the older northwest quadrant of the City and are older than 15 years. New rental units built within the last ten years have higher rents than the older units, reflecting increases in land and construction costs.

Rental multi-family development in the City has decreased in the last ten years. New units that have been developed typically rent around 25% - 30% higher than units developed over 10 years ago due to development standards, higher land costs, higher construction costs and greater financing costs. The large amount of Carlsbad's rental stock is 10 years and older. These units have correspondingly lower rental rates, but are higher than the County average and inland cities as shown in Table 17. Reduction of multi-family residential is also indicative of market considerations. Over a ten year period there has been an increase in multi-family construction as indicated in Table **21**, but a decrease in rental tenure as indicated in Table 21.

b. SALES AND RENT COSTS

The costs of home ownership have risen dramatically within the last two decades. Only 20% of the households in California now have the qualifying income to purchase a typical single-family home. Carlsbad, with its unique coastal location, high development standards and emphasis on creating a community with a unique quality of life, has been attractive to upscale, move-up housing. This market has been most successful for the development community in terms of marketing and sales. Lower densities, increased infrastructure and facilities demand has led many builders to concentrate in this housing market. This has led to a decline in the small, single-family detached entry-level home in Carlsbad. This housing type would be affordable to the moderate income household but has been replaced in favor of the larger, more profitable "move-up housing" product type. This issue is discussed further in the **Housing Needs** analysis section for moderate income home buyers. The high rents and sales costs have forced many residents to pay over 25% of their monthly income as indicated in Table 16.

Historically, the costs of shelter to a household have been considered to be "affordable" if they do not exceed 25 to 30 percent of household income. Specific definitions have varied somewhat under various federal and state housing assistance programs. Recently, the state of California has attempted to bring its various definitions into conformance with standards used by H.U.D. Table 16A reflects the definition used by California as of January 1, 1991, for housing receiving some form of state or local assistance.

The cost of rents is taken to mean a combination of rent and an allowance for utilities; the costs of ownership is taken to mean a combination of principle, interest, insurance, utilities and an allowance for upkeep. The formulas shown in Table 16A apply to all households in the income range, irrespective of the exact income for a given household (Although a local agency may by ordinance match costs to the exact income when those incomes exceed 60 percent and 70 percent for renters and owners, respectively). The area median income is adjusted for family size (See also Table 15).

TABLE 16

1980
HOUSEHOLDS PAYING MORE THAN 25%
OF INCOME FOR HOUSING COSTS

	Renters	Owners	Total Housing	% Overpaying
Carlsbad	1980	529	15,352	16.3%
Regional Total	144,614	33,138	720,346	24.7%

SANDAG Regional Housing Needs Statement (pg.88)

TABLE 16A

ANNUAL AFFORDABLE HOUSING COSTS AND RENTS		
Income Level	Rental Units	Ownership Units
Very low income < 50% of median income	30% of 50% of the area median income	30% of 50% of the area median income
Low income 51-80% of median income	30% of 60% of the area median income (1)	30% of 70% of the area median income (1)
(1) With optional higher housing cost linked to actual income at the top end (above 60%) of the income category		
Per Sections 50052.5 and 50053 of the California Health and Safety Code		

TABLE 17

Average Rents
Regional Housing Needs Statement
San Diego Region
1989

Community	Average	Community	Average
North County		South County	
La Jolla	$717	Pacific Beach	$682
University City	$721	Point Loma/Coronado	$800
Cardiff/Encinitas	$707	Downtown San Diego	$698
Del Mar	$736	Clairemont	$613
Carlsbad	*$687*	Linda Vista	$600
La Costa	$651	Mission Valley	$580
Oceanside	$748	Tierrasanta	$631
Vista	$597	Golden Hill/Kensington/ Normal Heights	$771
Bonsall	$578		
Escondido	$587	Hillcrest/Old Town/Mission Hills	$550
Fallbrook	$566	East San Diego City	$559
San Marcos	$521	Alpine	$559
Carmel Mountain Ranch	$587	Casa de Oro	$530
Mira Mesa	$699	El Cajon	$540
Poway	$605	Lakeside	$517
Ramona	$582	La Mesa	$557
Rancho Bernardo	$510	Lemon Grove	$560
Rancho Penasquitos	$728	Rancho San Diego	$590
Scripps Ranch	$670	San Carlos/Grantville/Del Cerro	$642
		Santee	$642
		Spring Valley	$565
		Bonita	$538
		Chula Vista	$651
		Imperial Beach	$543
		National City	$577
		Palm/South San Diego	$471
		Paradise Hills/Southeast San Diego	$608
		San Ysidro	$548
		Solana Beach	$583
		TOTAL SAN DIEGO COUNTY	$604

Source: Market Profiles - San Diego Union
(Survey of 94,231 apartments in 766 complexes of 25 units or more in 48 communities.)

B. HOUSEHOLD CHARACTERISTICS

1. HOUSEHOLD SIZE

The persons-per-household figure, or the average number of people who reside in any one unit, varies according to the type of dwelling unit. Single-family dwelling units are typically larger, have more bedrooms, and as such, house a larger number of people than a smaller rental apartment unit. Mobile homes, which are smaller in size and are attractive to senior households with no dependents due to generally low costs, have the lowest person per household average.

The person-per-household rate for Carlsbad has remained consistent over the last ten years due to the predominant housing product type that has been allowed to develop. The preponderance of new single-family homes built in Carlsbad has allowed the person per household rate to remain steady. Varying the product type of new construction to less single-family homes and more multi-family may change the average person per household figure.

Household size may be affected by other socio-economic trends. Children and dependents in many households tend to stay with parents for longer periods until such time as they can economically afford their own housing. Areas with high rents, such as Carlsbad, tend to keep dependents at home for longer periods of time. Table 18 shows the person per household for each type of dwelling unit in 1989 - 1990. The largest person per household, 2.84, is in single-family type units, the smallest, 1.625, are mobile homes.

Creating a greater percentage and mix of multi-family units which have a lower person per household factor than single-family units would tend to generate a slightly lesser population buildout.

2. VACANCY RATES

Vacancy rates are an indication of housing supply and demand. A key factor in determining over or under supply of the type of unit. An overall vacancy rate of 5% - 7% is considered to be optimum.

Vacancy rates that are greater than 7% may indicate an oversupply of housing. This may be a temporary situation because of seasonal fluctuations or new construction that may not have been occupied yet. A prolonged high vacancy rate tends to discourage new construction, especially multi-family residential. A vacancy rate below 5% indicates a high demand relative to supply. A prolonged low vacancy rate tends to elevate rentals in the multi-family rental stock. Lower income households are particularly hard hit when rents rise due to low vacancies.

The vacancy rates for Carlsbad over the last ten years are as indicated in Table 19. These data show that the vacancy rate has dropped significantly over the last ten years. The decrease in vacancy rate is due to several factors that include: high demand for and saturation of new housing units; increase in local employment and job growth; decrease in number of new units especially multi-family built within the last five years; and growth management which restricts development until facilities and infrastructure are built or financed.

3. HOUSING UNITS BY TYPE

A diversified housing stock to provide housing for all economic ranges is a stated goal in the current Carlsbad Housing Element. Carlsbad currently has 58% of its housing stock composed of single family type homes, and 38% composed of multi-family dwelling units. Mobile homes compose approximately 4% of the housing stock. However, recent trends in construction have tilted predominantly towards single-family construction. Table 20 indicates that over the last ten years approximately 54% of the 11,661 units constructed were single-family homes. In this same period, 44% or 5,150 new multi-family units were constructed.

TABLE 18

CITY OF CARLSBAD
PERSONS PER HOUSEHOLD BY TYPE OF UNIT

Year	Single Family Detached			Single Family Attached		
	Pop	HHS	P/HH	Pop	HHS	P/HH
89	36,727	12,955	2.835	4,691	2,190	2.142
90	37,406	13,171	2.840	4,805	2,236	2.149
	Multi-Family 2 - 4 du/structure			Multi-Family 5 Plus du/structure		
	Pop	HHS	P/HH	Pop	HHS	P/HH
89	4,877	2,462	1.981	13,277	6,816	1.948
90	5,079	2,555	1.988	13,544	6,921	1.957
	Mobile Homes			All Types Of Units		
	Pop	HHS	P/HH	Pop	HHS	P/HH
89	1,519	935	1.625	61,091	25,358	2.409
90	1,581	967	1.635	62,415	25,850	2.415

Source: Department of Finance
Demographic Research Unit

Carlsbad's person per household average is slightly lower than the County average of 2.6 persons per household.

TABLE 19

CARLSBAD VACANCY RATES	
Year	Multi-family Vacancy
1981	11.3
1982	6.7
1983	5.8
1984	6.0
1985	6.2
1986	6.4
1987	5.3
1988	5.1
1989	4.3
1990	4.0

Source: SANDAG

TABLE 20

HOUSING UNITS BY TYPE (TRENDS)								
YEAR	SINGLE FAMILY			MULTIFAMILY			MOBILE HOMES	TOTAL
	Attchd.	Detchd.	Total	2-4	5+	Total		
1980 (1)	1455	7910	9365	1286	3775	5061	874	15300
1990 (2)	2279	13418	15697	2783	7458	10211	1023	26961
Change (-)	824	5508	6332	1497	3683	5150	149	11661
Pct. Increase 1980-1990	57%	70%	68%	116%	98%	102%	17%	76%
Pct. of Tot. Housing as of 1990	8%	50%	58%	10%	28%	38%	4%	100%
Pct. of New Const. 1980-1990	7%	47%	54%	13%	32%	44%	1%	100%
(1) U.S. Census, 1980 *(2) Ca. Dept. of Finance, 1990*								

Table 20 indicates that rental multi-family construction, as a percent of new construction, has fallen off over the last ten years. The reasons are varied. On a regional and national basis changes in the tax code in 1986 and more importantly new banking regulations have kept the supply of money for this type of product below previous levels. In Carlsbad, the amount of acreage that had been available for multi-family construction was reduced. Carlsbad, as part of its growth management program, lowered the density ranges of its land use classes. Perhaps as a result, the private sector has retreated from rental multi-family construction within master planned communities so as to focus on more profitable ownership projects featuring condominiums, townhouses and single-family homes.

4. HOUSING TENURE

According to the most recent figures, Carlsbad housing stock is approximately 67 percent owner-occupied and approximately 32 percent renter occupied (Table 21). This varies from the San Diego regional average of 55 percent owner and 44 percent renter occupied units. As indicated in the needs section, opportunities in Carlsbad for ownership have lessened over the years for the moderate and lower income buyer. This trend has led to a greater demand on existing rental stock. Demand on rental stock forces rental prices higher and creates less housing opportunities for every income category.

TABLE 21

HOUSING TENURE		
Year	*Owner (%)*	*Renter (%)*
1970 (1)	2,903 (47.5%)	2,152 (42.5%)
1980 (2)	8,680 (63.9%)	4,915 (36.1%)
1990 (3)	15,981 (67.2%)	7,825 (32.8%)
Source: (1) 1970 Census *(2) 1980 Census* *(3) Estimate, Keyser Marston Assoc.*		

5. OVERCROWDED UNITS

Overcrowded units are an important factor in determining an underhoused population. The chart below indicates overcrowding based on 1.01 person-per-room. Using this factor, Carlsbad has an estimated 416 households that are overcrowded, according to the 1980 Census. As vacancy rates fall and supply of affordable housing diminishes, overcrowding increases.

As overcrowding leads to accelerated deterioration of housing stock, code enforcement activities which can abate overcrowded conditions and further preserve existing older housing stock is an important tool. It is important for Carlsbad to implement an effective program to identify and abate overcrowded conditions and preserve existing housing stock.

TABLE 22

OVERCROWDED UNITS	
Carlsbad	416
Regional Total	37,054
Sources: 1980 Census Summary Reports, SANDAG RHNS (pg. 87)	

6. HOUSEHOLD INCOME

Household income is an important indicator of the demand a city may experience for certain housing types.

It also reflects an economic profile of the type of population that the City of Carlsbad has attracted. As housing prices have escalated, the typical family that can afford to buy a home in Carlsbad has had to become more affluent.

Table 23 indicates for 1988 the number of Carlsbad households in standard income classifications. The largest single population group is for the $50,000 and up income group which included 8,990 households in 1988. The median income for Carlsbad was approximately $41,015 in 1987 dollars (Table 24). This is significantly above the County median income of $37,900 dollars. Only 31% or about 10,000 households fall below the County median income and over 25% of Carlsbad households are in the low income range.

TABLE 23

CARLSBAD HOUSEHOLD DISTRIBUTION INCOME		
Income	Number	Percentage
Under 10,000	1,358	6 %
$10,000-$14,999	1,293	5 %
$15,000-$24,999	3,484	15 %
$25,000-$34,999	3,864	16 %
$35,000-$49,999	5,095	21 %
$50,000-and up	8,990	37 %
	24,084	100 %
Source: SANDAG-1988 Estimate of Household Income by City		

TABLE 24

CARLSBAD MEDIAN HOUSEHOLD INCOME	
Year	Income
1980 ('79$)	$22,354
1988 ('79$)	$23,905
1988 ('87$)	$41,015
Source: SANDAG-1988 Estimates of Household Income by City	

C. PRESERVATION OF AT-RISK UNITS

Currently, Government Code **10.6 (Section 65583.a.8)** requires an analysis of public assisted multi-family rental housing units subject to loss to non-low income housing during the next ten years. As Carlsbad has generated no assisted rental housing in the past, it has no at-risk units due to return to market rate rents with the next ten years.

	Assisted Units	At risk
1) **Housing that received government assistance under**		
- HUD Sec 221 (d)(3)	0	0
- HUD Sec 236 interest reduction payment program	0	0
- HUD Sec 202 direct loans for ELD & HCP	0	0
- HUD Sec 101 rent supplements	0	0
- HUD Sec 8 (new construction)	0	0
Rehab	0	0
LMSA	0	0
2) **Other federally or state subsidized rental units with rent-use restriction subject to termination within ten years.**		
- FMHA Sec 515	0	0
- HUD CDBG	0	0
- Redevelopment programs	0	0
- In-Lieu programs	0	0
3) **Local developments that have rent restrictions due to expire within ten years.**		
- Inclusionary programs	0	0
- Density bonus programs	0	0

As no public housing units as defined by this section have been built in Carlsbad, it is not possible at this time to determine a replacement cost for these units. A strategy for the replacement and retention of public housing units will be developed as the need arises.

D. EMPLOYMENT

1. EMPLOYMENT TRENDS

Employment continues to increase in the City as raw acreage designated for commercial, office and industrial uses is developed.

The major employment centers continue to be in the regional shopping center (Plaza Camino Real) and the office/industrial "Platinum Corridor" that surrounds the Palomar-McClellan Airport.

Carlsbad has significant amounts of undeveloped acreage designated for commercial and industrial development. Currently the City, with its major employment centers and access to major transportation corridors such as Interstate 5 and State Highway 78, has been one of the fastest growing employment centers in the San Diego Region.

Table 25 indicates major employers in the City of Carlsbad and the approximate number of employees.

TABLE 25

TITLE: CARLSBAD MAJOR EMPLOYERS

EMPLOYEES	100 thru 149	150 thru 174	175 thru 199	200 thru 249	250 thru 274	275 thru 499	500 thru 699	700 thru 899	900 thru 1499	1500+
Manufacturing Companies										
Hughes Aircraft Company										●
Burrough Corporation						●				
Taylor Made Golf						●				
Eaton-Leonard Corporation						●				
Beckman Instruments				●						
Dyna Industries, Inc.				●						
Southwest General Industries				●						
Watkins Manufacturing Corp.			●							
Sierracin-Magnedyne, Inc.		●								
Sargent Industries		●								
Non-Manufactured Companies										
La Costa Resort Hotel/Spa									●	
Plaza Camino Real									●	
Car Country Auto Dealers							●			
City of Carlsbad						●				
Carlsbad Unified School Dist.						●				
San Diego Gas & Electric						●				
Farmers Insurance Group						●				
Pea Soup Anderson				●						
Army-Navy Academy	●									
Frazee Flowers	●									

Source: South Coast Newspaper Network Market Characteristics 1988

Employment growth in Carlsbad has shown a far greater rate of increase than the San Diego regional average. The regional average continues to show an increase (Table **26**) of 4.8 % in new job creation over the last decade. Carlsbad shows an average increase of 10.9% over the last decade, or double the average County rate.

Table **27** shows Carlsbad employment growth by occupation from 1986 and projected until the year 2010. This table shows a 105% increase in employment which will not be matched by housing growth.

TABLE 26

EMPLOYMENT TRENDS
FOR 1980, 1988

YEAR	CARLSBAD	REGIONAL	ANNUAL AVERAGE GROWTH RATE OF NEW JOBS
1980	16,189	30,252	10.9%
1988	30,252	1,163,156	4.8%

TABLE 27

CITY OF CARLSBAD

EMPLOYMENT BY OCCUPATION

INDUSTRY	1986	1995	2000	2010	1986 - 2010 Numeric Change	1986 - 2010 Percent Change
Basic	8,997	11,551	12,675	15,152	6,155	68.4
Agriculture & Mining	859	862	863	865	6	0.7
Manufacturing	5,864	7,712	8,371	9,704	3,840	65.5
Wholesale	575	749	801	932	357	62.1
Transportation	471	1,000	1,302	2,060	1,589	337.4
Hotels/Motels	1,228	1,228	1,338	1,591	363	29.6
State/Federal Government	0	0	0	0	0	0
Local Serving	14,263	20,910	24,556	32,626	18,363	128.7
Retail Trade	5,026	7,305	8,476	11,358	6,332	126.0
Retail Service	1,937	4,181	5,177	7,590	5,653	291.8
Business Service	2,408	3,131	3,750	4,983	2,575	106.9
F.I.R.E.	1,354	1,932	2,349	3,303	1,949	143.9
Local Government	1,183	1,762	2,007	2,200	1,017	86.0
Other Local Serving	2,355	2,599	2,797	3,192	837	35.5
Uniformed Military	0	0	0	0	0	0
Total Civilian Employment	23,260	32,461	37,231	47,778	24,518	105.4

Source: Regional Growth Forecast 1986-2010 (SANDAG)

2. EMPLOYMENT BY OCCUPATIONAL SECTOR

Carlsbad's employment by sector shows the greatest employment in manufacturing, retail trade, and in the services sector. The approximate number and percentage for each occupational sector in Carlsbad is indicated in Table 28

Wage earnings in these employment sectors are important to note. Generation of wages below approximately $14.00 dollars an hour would place a single wage earner in a family of four in the low-income category. Tables **29** and **30** show wages for office, professional, technical workers and hourly earnings of maintenance, custodial and other industrial wage earners.

TABLE 28

CITY OF CARLSBAD EMPLOYMENT BY INDUSTRY 1988

INDUSTRY	%	NUMBER EMPLOYED (1988)
Agriculture, Forestry, Fishing, and Mining	2.5	767
Construction	5.4	1,621
Manufacturing	20.7	6,272
Transportation, Communication, and Utilities	3.5	1,047
Wholesale Trade	3.7	1,117
Retail Trade	23.0	6,972
Finance, Insurance, and Real Estate	9.1	2,743
Services	26.1	7,886
Government Military	6.0	1,827
TOTAL	100.0	30,252

Source: SANDAG INFO Regional Employment Inventory 1989 (page 52)

TABLE 29

WEEKLY EARNINGS OF OFFICE, PROFESSIONAL AND TECHNICAL WORKERS SAN DIEGO COUNTY DECEMBER 1989

Occupation	Median	Middle Range
Secretaries	$450	$398 - $511
Word Processors	387	346 - 441
Key Entry Operators	315	280 - 350
Accounting Clerks	337	294 - 380
Payroll Clerks	342	289 - 413
File Clerks	240	229 - 247
Messengers	278	252 - 278
Order Clerks	300	246 - 340
Receptionists	280	277 - 311
Switchboard Operators	280	255 - 337
Switchboard Operators/Receptionists	280	260 - 304
Computer Systems Analysts	761	667 - 854
Computer Programmers	641	542 - 785
Computer Operators	431	372 - 471
Drafters	500	430 - 562
Electronic Technicians	547	420 - 674

Source: U.S. Department of Labor, Bureau of Labor Statistics, San Diego Economic Bulletin, Vol. 38, No. 6, June 1990

TABLE 30

HOURLY EARNINGS OF MAINTENANCE, TOOLROOM POWERPLANT, MATERIAL MOVEMENT AND CUSTODIAL WORKERS
SAN DIEGO COUNTY
DECEMBER 1989

Occupation	Median	Middle Range
Maintenance Electricians	$14.27	$13.74 - $19.07
Maintenance Machinists	16.54	14.47 - 16.54
Maintenance Mechanics	13.79	13.07 - 15.87
Motor Vehicle Mechanics	16.45	13.00 - 17.00
General Maintenance Workers	10.25	8.20 - 11.50
Tool and Die Makers	15.87	15.12 - 16.50
Truck Drivers	13.10	8.85 - 15.80
Light Truck	5.25	4.75 - 6.00
Heavy Truck	9.25	9.25 - 13.00
Tractor - Trailer	15.18	13.00 - 15.20
Shippers	6.00	5.80 - 7.30
Receivers	7.75	6.05 - 7.75
Shippers and Receivers	8.04	7.60 - 9.00
Warehousemen	8.49	7.00 - 10.57
Forklift Operators	13.07	12.51 - 13.91
Guards	5.00	4.75 - 5.50
Guards II	14.28	7.10 - 14.35
Janitors, Porters, Cleaners	4.92	4.50 - 6.00

Source: U.S. Department of Labor, Bureau of Labor Statistics
San Diego Economic Bulletin, Vol. 38, No. 6, June 1990

In the creation of jobs in these categories, there is also created a housing demand in these categories as discussed in the job/housing balance section.

3. JOBS HOUSING BALANCE

A jobs-housing balance is a concept to create housing opportunities closer to employment centers and to create housing in the corresponding economic ranges that correlate to their respective employment sector. This concept creates less travel and transportation demand and thereby reduces pollution as well as promotes energy conservation. Creation of employment centers and jobs that occupy lower wage scales create demand for housing in the lower income ranges. As employment opportunities increase in a certain occupational sector and housing demand does not increase proportionally, a jobs housing imbalance is created. A jobs housing imbalance creates unwanted traffic situations during rush hours as commuters leave job-rich areas to return to areas that have adequate and cheaper housing.

Although Carlsbad has created a significant number of housing opportunities within the last 10 years, it has not created enough housing to match job creation in the retail, industrial and service sectors. These employment sectors traditionally offer a lower wage level and, as a result, those employed in Carlsbad's industrial parks, resort areas, and commercial centers must seek housing in the surrounding communities where housing costs are lower. Impacts to the city's streets, arterials and freeways are increased as workers commute to and from their work sites. This is particularly evident on Palomar Airport Road, El Camino Real and the I-5/78 Interchange during the morning and evening rush hours.

The predominate construction of "move-up" and luxury single family homes in Carlsbad within the last ten years and the promotion of the coastal location of Carlsbad as a highly desirable place to live has attracted affluent families from around the county to relocate here. Many of these households move here to be closer to jobs that are created in the City of Carlsbad and the North County area. There are households that may retain their former jobs and commute causing a secondary migration of commuters, those who live here but are employed elsewhere in the county.

Creation of housing opportunities for all economic ranges particularly those in the lower-income categories and situated close to employment centers will reduce traffic related impacts and congestion on arterials throughout the community.

Analysis of employment growth in Carlsbad shows that more growth can be expected in the industrial and retail sectors over the next 5 years (Table 27). As this job growth will correspond with the average wages for this employment sector (Table 29 & 30),it can reasonably follow that additional housing demand for this income group will increase. This would be in addition to the demand already created by existing employment. Vacant land and land available for potential redevelopment should be carefully monitored to assure that an adequate supply of acreage is available for new development to satisfy the housing demand for all economic ranges.

Jobs-housing balance strategies needed to assure that future employment growth matches housing demand should focus on providing increased employment opportunities in the technical, professional, medical and other employment sectors that have higher wage earnings. An additional strategy would be the requirement for major employment centers that create housing demand for lower-income wage earners to contribute to the creation of housing.

Currently the State of California is developing guidelines to assist cities in achieving a jobs housing balance locally and on a regional scale. It is anticipated that these guidelines will in time become mandatory and when available will be incorporated into housing elements and will become a policy for all cities. Carlsbad has instituted a goal to achieve a jobs housing balance as a short term goal and a long range planning objective.

E. HOUSING NEEDS

1. SPECIAL HOUSING NEEDS

Population Groups that have been identified as having the need for special and different types of shelter are referred to as Special Needs Groups. These groups, because of economic, social, mental or physical condition have difficulty finding appropriate housing.

These groups have been identified as the homeless, large families, the elderly, students, farm workers and military families. Many of these groups are in the lower-income economic range. Where possible these groups have been quantified. In some cases where differing methodologies have been used to estimate these population groups, figures may vary.

Attached in the Appendices is the Housing Assistance Plan as required under Federal Law for the allocation of HUD Community Development Block Grants. The Housing Assistance Plan contains similar information provided by SANDAG for the purposes of preparing the Housing Element. The Plan was provided for informational and background use and is generally consistent, although some figures may vary, with the Housing Element.

a. ESTIMATED HOMELESS POPULATION

The homeless are defined as individuals who lack a fixed and adequate nighttime residence. Homeless persons can be considered resident (those who remain year-round), or transient. The transient homeless population can be broken down into several sub-categories. Those who are temporarily seeking housing because of difficult economic situations, migrant worker populations who choose to camp in undeveloped areas so as to save money to send home, or residents who are temporarily homeless because of a disastrous situation, i.e. earthquake, fire or flood.

Efforts to count the homeless population is always difficult. Since there are no social service agencies or charity organizations within the City of Carlsbad that provide services to the resident homeless population, it becomes even more difficult for the City to estimate this population. An accepted rule of thumb used by some experts, is that the number of resident homeless in urban areas is equal to 1/4 to 1/2 of one percent of the general population (in which case, the City's urban homeless might range from 150 to 300 persons).

In an effort to obtain a more accurate figure with regard to the number of Carlsbad's urban homeless, social service agencies and charity organizations operating in neighboring cities were contacted to determine the number of homeless persons residing in Carlsbad to whom they provide assistance. The following is a list of agencies and organizations which were contacted:

1) Brother Benno Foundation, Oceanside
2) Catholic Charities, Oceanside
3) Community Resource Center, Encinitas
4) Ecumenical Service Center, Oceanside
5) Episcopal Community Services, Encinitas
6) Faith and Love Ministries, Vista
7) Gateway Family Shelter, Oceanside
8) Lifeline Community Services, Vista
9) North County Chaplaincy, Encinitas
10) Regional Task Force on the Homeless, San Diego
11) Salvation Army Corps (Family Services), Oceanside

All the agencies contacted agreed that the homeless population is a very difficult population to count. Lifeline Community Services was the only agency which was able to provide a count of Carlsbad homeless persons they have assisted (see Table 30A). These numbers were obtained from case management files (numbers are unduplicated) and information and referral. These numbers may include homeless migrant workers, in addition to the urban homeless.

TABLE 30A

SERVICE AGENCY PROVIDING ASSISTANCE TO HOMELESS PERSONS RESIDING IN CARLSBAD		
Social Service Agency	*No. of Assisted Persons*	
	1989	1990
Lifeline Community Services	407	410

None of the other agencies were able to provide any figures in regards to Carlsbad's homeless population. Some agencies do not obtain extensive information, such as place of residency, from their clients. While some do solicit residency information from their clients, they do not regularly assemble statistical compilations and the agencies were unwilling to go through individual case files to do a special compilation in response to the City's request.

There are also inherent problems with asking the homeless population their place of residency. Many claim that they have no place of residency. They merely refer to the street as their residence. This street may be in Carlsbad one week and Encinitas the next week. It can also be assumed that many homeless will give their place of residency as the city in which the social agency is located because they fear they cannot utilize the agency's services unless they claim to be a local resident.

Migrant worker populations in Carlsbad who are considered homeless have been estimated from local and state sources to be as many as 500-1,000 on a year-round basis, but can be three times as large during certain seasons of the year.

As identified above, the nature of the homeless population precludes the existence of an exact census. Recent demographic estimates have been made, however, by the San Diego Association of Governments (SANDAG). In the February, 1990, Regional Housing Needs Statement (RHNS), SANDAG provided the following demographic information on the homeless in the San Diego Region:

* *There are approximately 5,000 homeless people in the San Diego Region, with 3,000 located in downtown San Diego;*

* *The mentally ill account for 25-30% of the homeless, due to the reduced funding for mental health services, generally, and, particularly, due to the lack of provision for housing when the population of the state mental hospitals was reduced from over 30,000 to 5,000 during the 70's;*

* *Approximately 1/3 have severe alcohol and drug abuse problems;*

* *Approximately 20% work full time or part time at minimum wage jobs;*

* *About 1/2 are single males, and of these, at least 40% are veterans;*

* *A significant number of homeless women and children are thought to be escaping from abuse;*

* *Families are considered to be the largest growing segment of the homeless population. According to nationwide statistics, 40% of the homeless are families;*

* *Homeless individuals may fall into more than one category (e.g., a homeless individual may be a veteran and a substance abuser) thus, making it difficult to accurately quantify and categorize the homeless.*

There are many different reasons people become homeless. In the 1990 RHNS, SANDAG reports that homelessness can be attributed to such things as unemployment, low income, mental illness, disabilities, substance abuse, domestic violence, and combinations of these problems. As a result, many social service agencies that provide help for problems associated with homelessness work along with shelters to address the needs of the homeless, even though these agencies do not necessarily specifically target the homeless population. These agencies and shelters that operate within a network to help the homeless are located throughout the North County and receive contributions from North County cities. There are social service agencies/programs available to the homeless in Carlsbad and North County in the City of Carlsbad, and the City is a significant funding source for many service providers.

Services and Programs

The following services and programs are available to the homeless:

* ***Project Oz*** - Serves youths in crisis and their families, and operates a temporary shelter to house runaways. Counseling is provided for residents and their families, and on an outpatient basis for non-residents.

Foster home placement is arranged for those youths not returning to their families.

* ***North Coastal ROP Center*** - Registration for ROP classes and job counseling.

* ***Community Churches*** - As a group, services provided by our local churches include: canned and dry food, lodging at local motels, gas vouchers, clothing, shelter during inclement weather, and referrals to social service agencies.

* ***Carlsbad Department of Housing and Redevelopment*** - Provides applications for Section 8 assistance.

In addition to these services and programs, various City churches provide some sort of service that ranges from referrals and food to vouchers for temporary lodging. These services are itemized in Table 31.

TABLE 31

HOMELESS PROGRAMS AND SERVICES
OFFERED BY CITY CHURCHES

NAME OF CHURCH	TYPE OF SERVICE PROVIDED	AVERAGE NUMBER SEEN PER MONTH
Good Shepherd Assembly of God	Food, clothing, lodging	10 - Transient motorists
Carlsbad Union Church	Gas voucher for 5 gallons of gas, food or meal, bus fare to Ecumenical Center, some lodging	1 family in 1989 2-3 Transient motorists per month
St. Patricks Church	Gas, food, lodging - also once a year outreach to the Hispanic Community through the Harding Center	20 - 30 Transients
St. Michaels Episcopal Church	Gas voucher, food, refer to Bro. Beno and Ecumenical Center	8 - 10 Transients
Pilgrim Congregational Church	Refer to Ecumenical Center, Bro. Beno's or Transient Lodging Program. Provide room on occasion	3 - 4 Families
Maranatha Fellowship	Refer to Good Samaritan provide lodging to some at motels and thru church	5 - families and singles
Beautiful Savior Evangelical Lutheran Church	Food - cash	3 - 5
Christ Presbyterian Church of Rancho La Costa	Motel - one nighter	0 Residents 1 - 2 Transients per year
First Baptist Church of Carlsbad	Food and bus passes	4

As the homeless is a regional issue and not confined to any one city, many cities offer services for the various segments and population of homeless. These resources are listed in Table 32.

TABLE 32

REGIONAL HOMELESS PROGRAMS AND SERVICES

Organization Name	Type of Service Provided	Location of Organization	Homeless Population Served	Number of Beds
YMCA of San Diego County, Human Development Department/OZ North Coast	Temporary shelter to house runaways, counseling foster home placement.	Carlsbad	Youths and their families	N/A
Women's Resource Center/Emergency Shelter	Emergency shelter lodging, food, individual and group counseling, parenting advocacy, and locating housing and employment.	Oceanside	Women and Children	N/A
Transient Lodging Program, Inc.	Provides overnight lodging in local motel for transients with I.D. Emergency and crisis shelter.	Oceanside	Women and Children	
Red Cross WIC	Supplemental food program to women who are pregnant, or have recently delivered, and to children under 5. Shelter assistance also.	Oceanside	Women and Children	
Catholic Community Services-/Ecumenical Service Center	Emergency assistance, food, clothing, shelter vouchers, bus tokens, prescriptions. FEMA rent assistance, motel shelter, winter assistance program by SDG&E homeless prevention program.	Oceanside	Multi-Denominational individuals and families	
Catholic Community Services/Good Samaritan Shelter	Nighttime emergency shelter from 1-30 days, meals and clothing. Men must be employed	Oceanside	Men	14
Ecumenical Service Center/ Emergency Assistance	Three day supply of food, transportation and clothing	Oceanside	Families or Individuals	N/A
Casa De Amparo	Children in crisis and their families	Oceanside	0-18 year old children	19 beds for abused children in protective custody. Also 4 beds for voluntary parental placement.
Oceanside Community Action Corp/Multi-Services	Emergency service food, clothing, etc., counseling, housing referrals and placement	Oceanside	All	N/A
Peter and Paul's	Shelter for mentally ill	Oceanside	Men	

REGIONAL HOMELESS PROGRAMS AND SERVICES

Organization Name	Type of Service Provided	Location of Organization	Homeless Population Served	Number of Beds
Social Concerns/ Mission San Luis Rey Parish	Emergency food, clothing, and furniture, transportation, shelter referrals, crisis intervention, support educational programs for single mothers, intervention counseling advocacy	Oceanside	All	N/A
The Salvation Army, Corps and Community Center/Social Services	Food, clothing, shelter referrals, emergency shelter vouchers for a motel, local transportation, limited direct financial assistance, problem solving.	Oceanside and Escondido	Males and Families	N/A
Benos/Martha and Mary	Shelter for women and children up to 7 days.	Oceanside	Women and children	6
Brother Benos	Soup kitchen provides evening meal every day, clothing, hygiene supplies, bus passes, and helps clients obtain identification.	Oceanside	All	N/A
Gateway Family Community Shelter	Trailers for about 30 homeless families until they can save enough for a apartment deposit.	Oceanside	All	
County Mental Health	Counseling, treatment and referrals.	Oceanside	Mentally ill	N/A
Community Resource Center-/Emergency Assistance Program	Emergency food, clothing, shelter referral, employment counseling, financial counseling, advocacy, provides rooms in local motel for up to 60 days.	Encinitas	All	
Family Health Center	Health care is offered to homeless and low-income people. Doctor from Mexico takes a van to pick-up points all around N. County.	Encinitas	All	N/A
Lifeline Community Services/Armory	Armory is open to homeless during inclement weather	Vista	All	
Faith and Love Soup Kitchen	Food, clothing, household items, hygiene packets, job counseling, and referral to and assistance drug and alcohol abuse programs	Vista	All	N/A
Escondido Youth Encounter/Hidden Valley House Emergency Shelter	Temporary bed and board. Maximum stay 30 days	Escondido	Women and Children	
North County Interfaith Council/ Crisis Center	Emergency food distribution, information and referral, advocacy, and vouchers for shelter, transportation, prescription, and recycled clothing	Escondido	All	10 beds for adult males. 10 beds for families
County Interfaith Council/Bethlehem: House of Bread	Individuals are served a hot breakfast and provided with a sack lunch	Escondido	All	N/A
St. Clare's Home, Inc./St. Clare's Home for Single Mothers with children	Short-term shelter, shelter for pregnant women or for women who have just given birth. Professional counseling and medical care, emergency food and clothing, nutrition classes, and parenting and childbirth classes	Escondido	Single pregnant women	4 homes

b. SHELTER CAPACITIES, SERVICES & SCREENING AGENCIES

The charts on the following pages contain information gathered in May, 1990, on shelters and services available to the homeless. The information was obtained from the United Way's listing of non-profit social services that include Carlsbad in their target service area, and interviews with program administrators. The list is by no means exhaustive, however, because (1) people become homeless for a variety of reasons and therefore have a variety of needs, some of which can be met by agencies, such as the EDD, that cater to, but are not specifically targeting the homeless population; (2) in practice, agencies are governed less by geographic area than by capacity; (3) some programs in San Diego are available for referral but the distance from North County creates logistical problems; (4) some half-way houses with a small number of beds shun publicity and take referrals from select screening agencies only; and (5) some professionals, volunteers, and organizations donate time, skills, and goods to assist the homeless through a network established by screening agencies.

SHELTERS

Oceanside

	Target Group	Re-referred/Vacancy Rate (%)*
Martha & Mary	Women & Children	10-20%
Gateway Family Community	Families (min 1 child)	N/A**
Good Samaritan	Employable Men	1
Casa De Amparo	Abused Children	33
Women's Resource Center	Battered Women & Children	14
Peter and Paul's	Mentally ill men	10-20%

Carlsbad

Project Oz	Youths 12-18	13

Escondido

	Target Group	Re-referred/Vacancy Rate (%)*
Escondido Youth Encounter	Battered Women & Children	50
St. Clare's Home	Pregnant Women & Children	20
North County Crisis Center	Men	18

In addition, the Armory in Vista and select churches in North County, including Carlsbad, are open to the homeless during inclement weather.

* This is the average number of individuals each month who must be referred to another agency because the shelter is operating at capacity level, and/or the individual(s) is not prepared for a structured environment. The vacancy rates are due to referrals to other agencies because the individuals are unable to operate within a structured environment.

** Opened May, 1990, and has not yet been filled to capacity.

c. POTENTIAL SHELTER SITES

Carlsbad has pledged to work with any agency desiring to create and operate shelters for the homeless. While homeless shelters are not permitted by right in any zone, the City has no specific criteria for their location and, under a Conditional Use Permit, would consider proposals almost anywhere. Sites near to support services, hiring halls, and public transportation are especially attractive. The City has attempted to assist homeless advocacy groups to inventory public and private property on which shelters can be operated. In 1990 the City pledged to assist in the planning and permitting of an emergency shelter proposed by Caring Residents of Carlsbad (a housing advocate group), in conjunction with Catholic Charities (a non-profit organization with program and administrative abilities).

d. ESTIMATED FARMWORKER POPULATION

Carlsbad has a farmworker population that is currently underhoused. It is important to note that figures for this group are highly variable due to the nature of work.

Carlsbad's farmworker population is estimated at 967 people. This figure is from the best official sources (SANDAG), although several other unofficial sources project that the population of resident and migrant farmworkers at certain times of the year can be as much as three times this figure.

The farmworker is often a migrant laborer, and in some cases this worker has not established a permanent legal residence. Thus, the farmworker population is difficult to quantify due to factors such as language barriers, the fear of authority, and transient living quarters. This one group constitutes the largest unmet housing need in the North County region. Recent trends that have aggravated this special housing need are an increase in year-round, as opposed to seasonal, agricultural production and families increasingly joining workers.

Migrant day laborers, traditionally Hispanic immigrants, are workers who seek day labor jobs outside of agricultural employment. The availability of day labor jobs plus vacant land for transient campsites tends to draw documented and undocumented foreign laborers to the North County area.

These two groups, farm laborers and day laborers, have the greatest unmet need within the City of Carlsbad. Special housing accommodation such as dormitory style housing may prove helpful to meet some of this need if adequate financing and a suitable developable site is found. There is a host of sociological and economic issues surrounding this group of people that dictate the need for sensitive, but creative solutions to their housing needs.

It is difficult to quantify the housing needs for this group. The housing demand for this group is not met by the region nor by local jurisdictions. It can be estimated that a good faith effort to provide around 200 beds of housing over the next 5 year housing period may partially satisfy the current need.

Agricultural employment within the City is predicted to decline as more agricultural lands are turned to different uses. The City's long-term policy on development of agricultural lands is based on the fact that the use is not a long-term one and with a few exceptions will be phased out within the next 20 years as the City builds out. This makes the development of permanent long-term housing for migrants not consistent with the future uses of agricultural lands.

e. SINGLE PARENTS

An important group that requires special consideration are single-parent households with dependent children. This group has a great need for day care, health care and related facilities. This group often comprises a significant portion of low income households that may pay a proportionately greater part of income on housing. Carlsbad assists this population group through the Federal HUD Section 8 program for large families. Further information is included in the City's ***Housing Assistance Plan***, located in the Appendix.

While current information for this population group will be available when the 1990 Census figures are released, the older 1980 Census information shows that 1.5% of the population are male-headed households with children; 4.7% of the population are female-headed households with children; and .02% of the female households are below the poverty levels. Table 33 show estimates for these population groups.

TABLE 33

SINGLE PARENT WITH CHILDREN			
	Total Household(2)	% Total Households(1)	Households w/ Children
Male	25,850	1.5	387
Female	25,850	4.7	1,214
Female Below Poverty	25,850	0.2	52

Source: (1) U.S. Bureau of Census, 1980
(2) San Diego Association of Governments, 1990

f. LARGE FAMILY HOUSEHOLDS

Households with five or more persons are defined as being large households. These households need larger housing units and pay a larger part of monthly income for housing. Large households also shape demand for schools, parks and other facilities. Table 34 shows estimated households by family size.

TABLE 34

	Total Household	Larger Households 5+pph	%
1990	25,850	2,275	8.8

Source: SANDAG - Regional Housing Needs Statement 1990

Large households usually require units with two or more bedrooms. Three bedroom rental units are not common in most apartment rental units for any income range.

g. SENIOR/ELDERLY POPULATION

Carlsbad's elderly population constitutes about 11.5% of the general population or around 7,297 individuals. Elderly is defined as being 65 years or older. Regional population trends indicate that this population is expected to grow significantly within the City of Carlsbad in the next ten years.

The income characteristics of seniors are, on the average, in the lower economic ranges. This is due to many seniors being on fixed incomes from Social Security Benefits and/or pensions. The Bureau of the Census estimates that 44% of seniors in the San Diego Region are in the lower income (up to 80% of county median) category. The senior age group is expected to increase 20% in the San Diego region by the year 2000, which will create additional housing demand for lower cost housing. Many seniors suffer from physical debilitations. Therefore, seniors often need housing outfitted with special amenities suited to diminished physical abilities, medical alert needs, and safety.

h. HANDICAPPED

Data on the handicapped population and the extent of this group's housing need is difficult to obtain. Based on Department of Health and Human Services, it is estimated that 10% of the population of the United States is handicapped in some way. A sizable but undetermined portion of this population overlaps the elderly category. Applying this percentage to the City's population would result in an estimated population of 6,345 handicapped persons. A significant number of the handicapped may require special amenities such as wheelchair ramps, bathroom fixtures and special oversize door widths. Others may need no special amenities. The biggest need often is for low to moderate rents as many handicapped persons have incomes derived primarily from public assistance or lower-paying jobs.

i. MILITARY FAMILIES

Military populations from the Camp Pendleton Marine Base influence demand for housing. In addition to

existing military households trying to find housing, households with discharged or retired military personnel often remain in the area trying to find housing. The City of Carlsbad is located within five miles of the Camp Pendleton Marine Base and is considered by the Marine Base as one of the surrounding communities that would provide private affordable housing opportunities for all ranks.

As indicated in Table 35, Camp Pendleton has approximately 18,706 families eligible for housing. Of these eligible families, 16,615 of them reside in the surrounding San Diego area.

The Camp Pendleton Master Plan currently estimates that of the 16,615 families, 12,573 are suitably housed. Of these, 4,393 reside on base and 8,180 reside in private off-base housing. An estimated 4,042 family households are unsuitably housed. Approximately 2,000 families are on waiting lists for base-housing with an average waiting time of 6-12 months. Camp Pendleton has a five year 1990-1995 goal of new housing construction of 1,512 units. This goal will be short of the needed units to adequately house existing and projected military needs. Of the existing 4,042 families that are not suitably housed, 336 are officers and 3,706 are enlisted personnel. The pay scales for most military enlisted personnel are in the lower income range. Therefore, the creation of additional lower-income affordable housing in Carlsbad would assist in meeting this need.

j. STUDENTS

Student populations are another special need category affecting local housing demand. Full-time students, especially those who attend graduate or undergraduate colleges or universities, are usually classified into low-income groups. This demand sometimes becomes critical in areas immediate to universities. Areas that have a high cost of housing, increased conversion of rental stock to condominiums and student restrictions make it difficult for students to find affordable housing. Preference for location also plays a factor, with beach areas a preference to inland areas.

The new campus of California State University in the neighboring city of San Marcos, will create an additional demand for rental housing particularly in the neighboring communities of Vista, Oceanside, Encinitas and Carlsbad. This demand will not be critical until the university builds out over the next decade, and housing plans in and around the university will absorb much of the need. The highest demand will be for older housing stock, which traditionally carry the lowest rents. As such, students may be competing with other low-income groups for this housing. Currently it is estimated that Carlsbad has around 4,404 students of college age. These students may attend any one of the community or other colleges in the region. The percentage and number of college age students will grow within the next 10 -20 years.

TABLE 35

MILITARY HOUSING NEEDS

Military Families Eligible	M. Families Residing in Area	Pct.	Suitably Housed			Unsuitably Housed		
			Base	Private	Pct.	Base	Private	Pct.
18,706	16,615	89%	4,393	8,180	76%	0	4,042	24%

Source: USMC Camp Pendleton Master Plan, Aug. 1990

Full-Time Equivalent (F.T.E.) enrollment during spring semester 1991 at California State University San Marcos was only 404 F.T.E. University planning officials state that by academic year 1995-1996 the University will be authorized to enroll up to 2,750 F.T.E. Also in 1995-1996 the University is scheduled to complete construction on 600 student housing units. See Table 35A.

TABLE 35A

PROJECTED STUDENT ENROLLMENT AND STUDENT HOUSING AT CALIF. STATE UNIVERSITY, SAN MARCOS					
	Academic Year				
Enrollment	1990-91	1991-92	1992-93	1995-96	2020+
Full-Time Equivalent	404	730	1,700	2,750	25,000
Housing Units	0	0	0	200 apts. 400 res. hall	unknown
Source: S. Chaffin, Asst. V.P. Physical Planning, CSUSM, 7/91					

This allocation is derived from a methodology using available developable acreage, jobs and employment growth, and past housing performance by income category. The methodology for the allocation also includes a vacancy factor and replacement need.

Due to the future growth of industrial retail, office and service jobs in Carlsbad, the demand for housing in these traditional lower-wage earner occupations will increase.

2. HOUSING NEED BY INCOME CATEGORY

a. LOW AND VERY-LOW INCOME HOUSEHOLDS

The regional housing needs statement shows a greatly increased need for housing opportunities in the low and very low income ranges. Low income is defined as 50-80% of the County median income. Very-low income is defined as those households making 50% or less of the County median. The regional need on Table 36 shows Carlsbad's share of low income housing should be almost 40% of its new development within the next five years.

Achievement of the goal to provide housing for the total need of 2,509 units indicated in the regional housing needs statement Table 36 is impractical. A more modest goal, called a "Fairshare" goal has been developed. This goal is far more achievable and shows that approximately 1,125 new housing opportunities for low income households will need to be created. This is 18% of the total need of approximately 6,273 units needed for Carlsbad in the next five years.

TABLE 36

REGIONAL NEEDS STATEMENT		
FUTURE HOUSING NEED BY INCOME CATEGORY 1991-1996		
Type	*Amount*	
Very Low--50% < of County Median	1,443	
Low--50% - 80% < of County Median	1,066	
Moderate--80 - 120% of County Median	1,317	
Upper--120% + of County Median	2,447	
TOTAL	6,273	
Percent of Lower		40.0%
Percent of Moderate and Above		60.0%
Source: Regional Housing Needs Statement, SANDAG (page 135)		

b. MODERATE INCOME HOUSEHOLDS

Moderate income households are those that have an income of 80% to 120% of the County median (adjusted for household size) according to the California Housing and Community Development Department (HCD). Moderate income is defined as between 80% to 95% of the county Median by The Federal Department of Housing and Urban Development. Affordable housing for these households is also a great concern as local incomes needed to qualify for a loan on a typical median priced home is far below what is required in San Diego County, as indicated in Tables 37 and 38.

TABLE 37

AVERAGE PRICE OF HOMES SOLD DURING 1989
AND QUALIFYING HOUSEHOLD INCOME NECESSARY
FOR A CONVENTIONAL MORTGAGE

Rank	Area	Average Price of Homes Sold	Qualifying Income	Average Household Income	Cushion or Deficit*
1	San Francisco Bay area	217,400	75,300	59,600	-15,700
2	Los Angeles area	204,500	71,000	53,900	-17,100
3	New York City area	199,100	77,100	59,500	-17,600
4	Washington, D.C.	193,600	67,900	68,700	800
5	**San Diego**	**189,600**	**64,900**	**48,000**	**-16,900**
6	Boston area	176,400	60,900	59,000	-1,900
7	Baltimore	155,100	54,200	52,600	-1,600
8	Atlanta	149,700	52,100	49,800	-2,300
9	Denver - Boulder	149,500	51,800	47,100	-4,700
10	Seattle - Tacoma	146,700	52,000	47,200	-4,800
11	Minneapolis - St. Paul	145,700	51,300	51,600	300
12	Dallas - Fort Worth	142,800	52,800	49,500	-3,300
13	Philadelphia area	141,800	50,800	51,900	1,100
14	Chicago - Gary	135,300	49,800	52,100	2,300
15	Phoenix	130,500	43,500	46,100	2,600
16	United States	142,400	49,900	45,600	-4,300

* Difference between the market's average household income and the average income needed to qualify for a conventional mortgage on the average home sold during 1989.

Source: U.S. Housing Markets, Lomas Mortgage U.S.A.
San Diego Economic Bulletin
Vol. 38, No. 3, March 1990

Table 37 shows that a typical family of four making above the County median with a 20% down payment would not have enough income to qualify for a mortgage at the current interest rates.

Many moderate income households, having no equity in a current home or no large down payment (over 20%), have been forced out of the ownership housing market. Carlsbad's moderate income families that can afford to purchase a home here are usually "move-up" buyers with substantial equity from a previous home. Many households on fixed income, such as the elderly are also precluded from purchasing a home. Although the affordable issue is a regional problem, it should be addressed at the city level. Although more opportunities should be provided for first time home buyers or senior home buyers, it is expected that the trend of moderate income "move-up" home buyers will continue in Carlsbad.

c. UPPER INCOME HOUSEHOLDS

This is the income group with the largest stated need in terms of total units. It reflects the nature of Carlsbad as a growing upscale community. The *Regional Housing Needs Statement* shows a minimum need for around 2,500 units within the next five years. Due to Carlsbad's scenic coastal location and the market for move-up housing, it is expected that this minimum goal for housing units to meet this economic range will be achieved. Spiraling housing prices and uncertain economic times in San Diego County may preclude some upper income households from seeking larger or more expensive homes, and may soften the overall market. Though "move-up" buyers are the most popularly targeted home buyer in the Carlsbad real estate market, development to meet this income group is only a small part of the total housing need for the community.

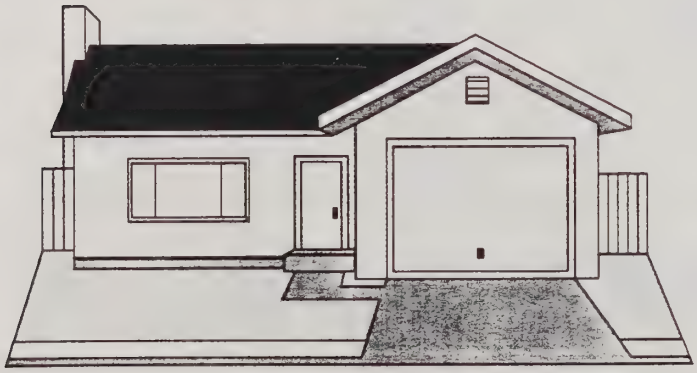


TABLE 38

MEDIAN AND AVERAGE HOUSING PRICE SAN DIEGO REGION

Year	Median Price	Average Price	% Change Average Price	% Change Adjusted for Inflation	% Change in San Diego CPI[2]
April 1990	$200,000	$232,800	2.8	N/A	N/A
1989	183,500	218,200	26.9	19.9	5.8
1988	144,500	172,000	10.9	5.6	5.0
1987	133,300	155,100	6.1	2.5	3.5
1986	123,500	146,200	8.3	5.3	2.8
1985	118,500	135,000	2.9	-2.3	5.4
1984	111,500	131,200	5.5	-0.4	5.9
1983	103,400	124,400	-0.1	-2.9	2.9
1982	106,000	124,500	-2.0	-8.2	6.8
1981	104,500	127,000	8.7	-4.2	13.4
1980	90,000	116,800	12.5	-2.3	15.2
1979	83,400	103,800	23.1	5.7	16.5
1978	72,300	84,300	29.3	17.6	9.9
1977	54,000	65,200	24.7	16.9	6.6
1976	42,300	52,300	14.7	8.0	6.2
1975	37,000	45,600	13.2	3.6	9.2
1974	34,000	40,300	16.5	4.8	11.1
1973	28,800	34,600	10.5	3.8	6.5
1972	26,300	31,300	8.7	4.7	3.8
1971	24,600	28,800	7.5	3.4	3.9
1970	23,300	26,800	7.2	1.8	5.3
1969	22,300	25,000	10.6	5.2	5.2
1968	19,400	22,600	7.6	3.4	4.1
1967	18,000	21,000	4.5	1.5	3.0
1966	17,000	20,100	0.5	-1.5	2.0
1965	16,800	20,000	.05	#	#

Source: Economic Research Bureau, Greater San Diego Chamber of Commerce
San Diego Economic Bulletin, Vol. 38, No. 6, June 1990

TABLE 39

COST OF RESALE HOMES	
North County Coastal	Median
Carlsbad	$290,000
Del Mar	$475,000
Encinitas	$279,500
Oceanside	$151,000
Solana Beach	$388,000

Source: San Diego Union, February 25, 1990
January Home Resales in San Diego County
SANDAG (page 64)

RESALE COSTS WITHIN THE SAN DIEGO REGION RANGE FROM $90,000 TO $590,000

TABLE 40

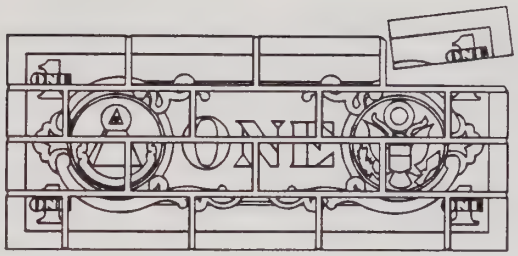
CARLSBAD HOME AND CONDO PRICES FEBRUARY 1991				
Existing Homes	$242,000			
Existing Condo's	143,000			
New Home/Condo	220,000			
Zip Code	Median Home Price	90-91 % Change	Median Condo Price	90-91 % Change
92008	242	-3	155	0
92009	240	-14	140	-3
Source: Dataquick Information Systems				

SECTION THREE - CONSTRAINTS AND OPPORTUNITIES LAND INVENTORY ENERGY CONSERVATION

The constraints and opportunities section of the Housing Element identifies the various constraints, both governmental and non-governmental, to housing development.

Although constraints may apply to all housing production, they significantly impact housing that is affordable to the lower-income households. Many constraints are significant impediments to development, but must be weighed in the context of achieving balanced economic growth and preserving environmental resources as well as the particular quality and way of life. Housing programs should be designed to achieve a local jurisdictions share of housing for all economic ranges. Programs to remove or alter constraints are judged on the fiscal resources a jurisdiction may have.

Constraints and the mitigating opportunities that may remove or lessen these constraints are discussed. In identifying mitigating opportunities it is important to note that the identification is not necessarily a commitment to implement these opportunities. As with all implementing programs identified in Section 4, the ability to carry out the programs will be affected by the availability of fiscal resources (Federal, State, local funds, grants, private financing, etc.). Competing interests for the available



resources may impact whether and when programs proceed. Where possible, alternative strategies may be presented to mitigate constraints identified. Constraints identified within the Housing Element may or may not be a significant housing impediment within a certain time frame but are identified to help define housing issues. In some cases it may be beyond the immediate capability to remove some constraints. The City has no control over private lending rates and Federal or State actions.

In the Goals section of the Housing Element, programs are identified which may offer these mitigating opportunities. The programs may be incentives such as density bonuses or requirements such as an inclusionary program. Programs of incentives may or may not be implemented depending on fiscal resources, market conditions or substantial adverse environmental impacts.

TABLE 40A
CONSTRAINTS AND MITIGATING OPPORTUNITIES
(A Cross Tabulation of Needs and Solutions)

Constraints	*Policies/Programs Offering Mitigating Opportunities*
Land Use Controls	*Program 2.4 (Adaptive Reuse)* *Program 2.5 (Mixed Use)* *Program 3.4.a (Senior/Elderly)* *Program 3.7.b (Alternative Housing)* *Program 3.11 (Smaller More Affordable Housing)*
Growth Management	*Program 3.8 (Growth Management)*
General Plan Densities	*Program 2.3 (Developable Acreage)* *Program 3.7.a (Density Bonus)* *Program 3.7.h (General Plan Changes)* *Program 3.8 (Growth Management)*
Redevelopment Plan	*Program 1.6 (Rehab Subsidies)* *Program 1.7 (Acquisition & Rehab)* *Program 1.8 (Rehab Incentives)* *Program 1.9 (Rehab - Homeowners)*
Open Space Requirements	*Program 2.2 (Development Standards)*
Development Standards	*Program 2.2 (Development Standards)* *Program 3.7.b (Alternative Housing)*
Building, Electrical and Plumbing Codes	*Program 3.7.b (Alternative Housing)*
Code Enforcement Programs	*Program 1.5 (Rehabilitation)*
Offsite Improvements	*Program 3.7.g (In-Kind Improvements)*
Fees and Exactions	*Program 3.7.e (Fee Waiver)*
Processing and Permit Processing	*Program 3.7.f (Priority Processing)*
California Environmental Quality Act	*Program 4.1 (Housing Impact Fee)*
Article XXXIV - California Constitution	*Program 3.4.b (Senior/Elderly)*
Staffing	*Program 3.9 (Housing Needs Priorities)*
Financing	*Program 3.10.a (Mortgage Revenue Bond)* *Program 3.10.b (Lending Program)* *Program 3.13 (Community Reinvestment)* *Program 3.14 (Housing Trust Fund)*
Price of Land	*Program 3.12 (Land Banking)*
Cost of Construction	*Program 2.2 (Development Standards)*
Environmental	*NONE*
Drought and Water Supply	*Program 5.2 (Water Conservation)*
Topography	*Program 3.7.g (In-Kind Contributions)*
Sensitive Habitats	*NONE*
Coastal Zone	*Program 1.6 (Rehab Subsidies)* *Program 1.7 (Acquisition & Rehab)* *Program 1.8 (Rehab Incentives)* *Program 1.9 (Rehab - Homeowners)* *Program 1.11 (Coastal Zone)* *Program 3.6.a (Inclusionary)* *Program 3.6.b (Inclusionary)* *Program 3.7.a (Density Bonus)*
Agricultural Land/Williamson Act	*None*
Airport Land use Plan	*Program 2.5 (Mixed Use)* *Program 3.3.a (Transitional Shelter)* *Program 3.7.b (Alternative Housing)*

A. GOVERNMENTAL CONSTRAINTS

1. CONSTRAINTS: LAND USE CONTROLS

Land use controls regulate development through policies, ordinances and other regulatory procedures. Land use controls are necessary to ensure development compatible with the community and to preserve the health, safety and welfare of its citizens.

Regulatory procedures sometimes act to constrain housing development through development processing and fees. These additional costs are passed on to the home buyer or renter which increases housing prices and lessens affordability.

Carlsbad has adopted a comprehensive General Plan that guides development in the City. Priorities have been set to achieve quality development, and protect sensitive areas.

There are several levels of land use controls that the City of Carlsbad has adopted. These are:

a. ZONING

Currently the City has adopted a land use zoning ordinance that contains 12 separate residential zoning categories. These Zoning Districts (Table 41) establish the type of housing units that can be constructed. Of the 12 Zoning Districts that allow residential land use, four of them are primarily single family in nature while four are primarily multi-family. The remaining districts allow both. Alternative or special housing uses may be allowed in certain residential or commercial zones on a "conditional use" basis.

TABLE 41

RESIDENTIAL ZONE REQUIREMENTS

ZONE	USES	MINIMUM LOT AREA	MINIMUM LOT WIDTH	MAXIMUM LOT COV.	REQUIRED SETBACKS			MAX. BLDG. HEIGHT		FOOTNOTES
					Front	Side	Rear	Feet	Story	
R-E Rural residential estate Chapter 21.09	A zone provided to allow large open areas and area left in natural setting. Allows: single-family estate and agriculture.	1 Acre	100 ft	20%	70 ft	15 ft (d)	2 x req. side	35 ft	N/A	(a) Special allowances. See code. (b) Greenhouses not counted as coverage. (d) Corner lot setback different. (e) Minimum lot sizes required determined by suffix: i.e., R-A-5 (5 acres) R-1-15 (15,000 sq ft), etc... (f) Dependent upon lot area. See code. (g) See code for restrictions on this use. (h) By CUP only.
R-A Residential Agriculture Chapter 21.08	A zone designed to allow agriculture and residential uses. Allows: single-family dwellings, agriculture, poultry, and animals as in code.	7,500 sq ft (e)	60 ft to 80 ft (f)	40%	20 ft (a)	10% of width	2 x req. side	35 ft	N/A	
R-1 Single-family residential Chapter 21.10	A zone designed to provide for single-family dwellings and accessory uses exclusively. Allows: single-family dwellings, limited agriculture.	7,500 sq ft (e)	60 ft to 80 ft (f)	40%	20 ft (a)	10% of width	2 x req. side	35 ft	N/A	
R-2 Two-family residential Chapter 21.12	A zone designed for duplexes and low density residential. Allows: R-1 uses, two-family dwellings.	7,500 sq ft (e)	60 ft to 80 ft (f)	50%	20 ft (a)	10% of width	2 x req. side	35 ft	N/A	
R-3 Multiple-family residential Chapter 21.16	A zone designed for apartments and condominiums. Allows: R-2 uses, childcare nurseries, multiple dwellings.	7,500 sq ft	60 ft	60%	20 ft (a)	10% of width	2% req. side	35 ft	N/A	

NOTE: THIS IS A SUMMARY OF CARLSBAD'S ZONING REQUIREMENTS. FOR ADDITIONAL DETAIL, SEE THE APPROPRIATE SECTIONS OF THE ZONING ORDINANCE.

ZONE	USES	MINIMUM LOT AREA	MINIMUM LOT WIDTH	MAXIMUM LOT COV.	REQUIRED SETBACKS			MAX. BLDG. HEIGHT		FOOTNOTES
					Front	Side	Rear	Feet	Story	
RD-M Residential density-multiple Chapter 21.24	A zone created to provide for development according to densities allowed in General Plan. Allows: single-family dwellings & multiple family dwellings.	7,500 sq ft low density 10,000 sq ft medium to high	60 ft	50% to 60% (j)	10 ft to 20 ft (j)	5 ft	10 ft	35 ft	N/A	(i) Refer to code for uses allowed by CUP. (j) See code specifics. (k) Required if abuts residential zone. (l) Some restrictions. See code. (m) Required under specific circumstances. (n) Specific plan for higher. (o) Requires precise plan. (p) Requires City Council approval. See code for specifics.
R-W Single-family waterway Chapter 21.22	A zone intended to provide residential uses around a navigable waterway. Allows: dwellings, boat docks and launches.	5,000 sq ft	40 ft	75%	10 ft	4 ft	8 ft	45 ft	N/A	
R-T Residential tourist Chapter 21.20	A zone created to provide tourist oriented uses integrated with residential developments. Allows: dwellings (20 du/ac), all other uses require approval of a CUP.	7,500 sq ft	60 ft to 75 ft	75%	20 ft	10 ft one, 5 ft other	20 ft	45 ft	N/A	
RMHP Residential mobile home park Chapter 21.37	A zone intended to provide locations for mobile home parks. Allows: mobile homes, accessory mobile home buildings.	5 to 15 acres	50 ft	N/A	3 ft (r)	3 ft (r)	3 ft (r)	N/A	N/A	
R-P Residential professional Chapter 21.18	A zone established to provide for low-intensity business offices adjacent to residential areas. Allows: R-3 uses professional offices, senior citizen housing (h).	7,500 sq ft	60 ft to 80 ft (f)	60%	20 ft (a)	10% of width	20% of width	Habitable 35 ft accessory 18 ft	N/A	

ZONE	USES	MINIMUM LOT AREA	MINIMUM LOT WIDTH	MAXIMUM LOT COV.	REQUIRED SETBACKS			MAX. BLDG. HEIGHT		FOOTNOTES
					Front	Side	Rear	Feet	Story	
P-M Planned Industrial Chapter 21.34	A zone intended to provide an industrial park environment through strict development standards. Allows: manufacturing, office, professional. Residential (max. 40 du/ac) shall be permitted through CUP.	1 acre (s)	N/A	50%	50 ft to 35 ft (r)	10 ft (r)	20 ft (r)	35 ft	N/A	(q) As approved by Master Plan or Planned Unit Development. (r) Special setback requirements. See code for specifics. (s) May be less for condo and Planned Unit Development. (t) As per underlying zone. (u) As per specific sub-area. (v) As per the underlying zone.
P-C Planned Community Chapter 21.38	A zone created to encourage the orderly implementation of the General Plan through the development of large tracts of land in accord with Master Plans and Planned Unit Developments. Allows: as established by plan.	N/A (q)	N/A (q)	N/A (q)	N/A (q)	N/A (q)	N/A (q)	N/A (q)	N/A (q)	
V-R Village Redevelopment Chapter 21.35	A zone established to stimulate growth and redevelopment of the downtown area as per specific sub-areas.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

In addition to zoning that allows residential development, the City has adopted overlay zones to protect or enhance a special attribute or quality of the underlying land area (Table 42). These are:

TABLE 42

OVERLAY ZONES	
Overlay	*Purpose*
Scenic Preservation Overlay (SP)	Protect scenic areas
Flood Plain Overlay (FP)	Regulate development within floodplain
Beach Area Overlay (BAO)	Regulate development in the beach areas
Qualified Overlay (Q)	Requires site development plan and Planning Commission approval
Hospital Overlay (HO)	Zone established for hospital development

Residential development in Carlsbad usually requires approval of site development plans. These plans are approved administerially for single-family projects outside overlay zones. Projects larger than single-family developments usually require discretionary actions before a Planning Commission and City Council. The requirement for discretionary approvals for most residential projects within the city adds additional time to the construction of housing units. This time factor results in higher loan carrying costs which adds additional costs to housing.

b. MITIGATING OPPORTUNITIES.

Although Carlsbad currently has a wide range of land use controls, there are opportunities to mitigate some regulatory constraints. These controls do allow a varied range of housing types, from multifamily apartments to single family residential. Within these regulations there are opportunities to encourage and initiate housing types for all income ranges.

The Carlsbad Municipal Code allows multifamily development under several zoning designations. There are also additional opportunities provided in the Municipal Zoning Code for multifamily development within the industrial area (P-M) with a density not to exceed 40 units per acre. The Village Redevelopment Area and areas within the City's Coastal Plan encourage mixed uses which can reduce the cost of residential construction. These savings can be passed on to the renter or purchaser. These opportunities although currently available are under-utilized. A program to examine and encourage the use of multi family residential in PM areas and the encouragement of mixed use projects should be initiated. In addition, standards for alternative types of housing which do not fit within any one residential zoning district should be developed. Alternative housing types may include Single Room Occupancy (SRO) hotels or managed living units, dormitory style farmworker housing or transitional housing for the homeless. These housing types may be allowed in certain zoning districts with conditional use permits with certain development standards.

2. CONSTRAINTS: GROWTH MANAGEMENT

Extraordinary growth in housing in the early 1980's, fueled by a growing economy, attractive land prices and proximity to a coastal location, led in 1986 to a growth management plan approved by the voters of Carlsbad.

The program accomplishes two primary objectives: (1) it ensures that needed public facilities and infrastructures are provided concurrent with development, and (2) it sets limits on the maximum number of dwelling units that can be constructed Citywide and within each of the City's four quadrants at buildout of the City.

The Growth Management Program divides the City into 25 Local Facilities Management Zones (see Map A). Each zone is required to prepare a Local Facilities Management Plan (LFMP). The LFMP's project the amount of development expected to occur in each facilities zone based on the full buildout of the General Plan or approved Master Plan area within each facilities zone. Using this projection of development, the plan estimates the public facilities required to serve that development. The plans require new development in the facilities zone to fund or construct those facilities that serve only new development or those not otherwise funded through the City's usual fees and exactions.

The second key feature of the Growth Management Program is a limit on the ultimate number of dwelling units in each of the four quadrants of the City. These limits are stated in terms of numbers of units that can be constructed or approved within each quadrant after November 4, 1986. The number of units available within each quadrant is then allocated to the individual Local Facilities Management Zones within the quadrant. In each quadrant there will be a significant number of unallocated (excess) units. The sources of these unallocated units is further explained in the Growth Management Addendum. There are currently at least 1,000 unallocated units in the four quadrants. These unallocated or "excess" units constitute what the City refers to as an Excess Unit Bank. Staff projects that the Excess Unit Bank will reach, and may possibly exceed, 2,500 dwelling units. Withdrawal of units from the Bank must be in accordance with City Council Policy No. 43, which is included in the Growth Management Addendum to this Housing Element. The policy prioritizes the withdrawal of units from the Bank, with affordable housing being the priority. There will be additional units added to the Bank due to the fact that some individual development projects will build at less than the allowable density permitted under the Growth Management Program.

Although construction of new housing units temporarily declined after adoption and implementation of the Growth Management Ordinance, this reduction was due primarily to the need to complete LFMP's for each of the zones and the requirement for financing-mechanisms to ensure completion of the necessary facilities. During this time, applications for tentative maps and other development approvals have been accepted, processed and approvals given contingent upon completion of financing plans. Seven zones have acceptable, adopted facilities plans that allow construction at this time (1-6, 19). Zones 1-6 are primarily the developed in-fill areas of the City. Eleven other adopted zone plans (7-9, 11, 12, 14, 15, 18, 20, 22 and 24) do not allow development until a financing plan has been approved. These financing plans for zones 7, 11, 12 and 20 are expected to be approved by the end of 1991. The financing plans for the remaining zones 8, 9, 14, 15, 18, 22 and 24 are expected to be approved by the end of 1992. The City's Mello Roos Community Facilities District was approved on June 13, 1991. This District provides guaranteed financing for the largest and most expensive public facilities. The zone financing plans can now be submitted and approved, and development can resume.

MITIGATING OPPORTUNITIES:

Full scale residential development within the City is expected to resume beginning in the second half of 1991, because 21 of the 25 Local Facilities Management Plans have been approved and zone financing plans for 18 of these zones will be approved by 1992. Therefore, the temporary slowdown of residential development resulting from the facility planning and financing requirements of the Growth Management Program will no longer function as a significant constraint to the development of housing within the City.

It is estimated that there presently exists with the City a bank of 1,000 excess dwelling units and it is projected that this will reach approximately 2,500 units. This projected bank of 2,500 excess dwelling units can be used to increase site densities to a level necessary for the development of housing projects which address special housing needs (i.e. affordable, seniors, handicapped). This bank of excess units will also enable the implementation of City-proposed density bonus (see Program 3.7.a.) and density transfer programs as well as future General Plan Amendments (see Program 3.7.h.) to increase site densities throughout the City.

3. CONSTRAINTS: GENERAL PLAN DENSITIES

The Land Use Element of the General Plan establishes the maximum amount of housing per acre of land that can be developed. This is called the "density" of permitted development. General plan densities are expressed as dwelling units per acre (du/ac.)

Currently the City of Carlsbad has 5 residential density ranges. (Table 45).

TABLE 45

GENERAL PLAN RESIDENTIAL LAND USE DENSITIES		
	"A" Density Range (du/ac)	*"B" Growth Control Point*
Low Density	0 - 1.5	1.0
Low-Medium Density	0 - 4.0	3.2
Medium Density	4 - 8.0	6.0
Medium-High Density	8 - 15.0	11.5
High Density	15 - 23.0	19.0

The ranges in Column A are the density range for each land use classification. Column B denotes the "growth control point" for each density range. Densities are calculated and allowed from the base range in each land use category. The density ranges established for the residential categories are not meant as minimums and maximums. The lower figure for each of these categories represents a guaranteed density and the higher figure represents a potential maximum that could be located in each area if certain criteria as outlined in the Land Use Element are met. The growth control point was used to determine facilities need, and as development may not exceed standards set for facilities, development cannot occur over the growth control point unless findings can be made that there are sufficient facilities available for the allowance of increased housing units over the growth control point.

Another constraint to general plan densities is the net developable acreage or yield. Acreage with over 40% slope is considered undevelopable and is not allowed for density calculation. Acreage with topography with slopes 25% to 40% is given half the allowable density of acreage with less than 25% slopes. Constrained lands such as sensitive wetlands, riparian habitat and utility rights-of-way are also excluded from developable acreage. Additional environmental constraints that may reduce developable acreage, are dealt with separately in this section.

The lack of developable acreage in the upper density ranges may constrain development of certain types of housing. Stacked-flat apartments which house lower income households may require densities greater that 12 units per acre or higher depending on land costs to be developed economically. As indicated in the Land Inventory section of this Element, there is a decreasing supply of acreage in the Medium High (11.5 du/ac) or High (19 du/ac)density ranges remaining in the city.

MITIGATING OPPORTUNITIES:

There are 5 residential densities associated with the Land Use Element of the City's General Plan, including a Residential High (RH) General Plan Land Use designation that permits up to 23 du/ac. With the implementation of a 25% Density Bonus, as mandated through Government Code Section 65915, and the City's proposed Density Bonus Program 3.7.a, a total project density of 29 du/ac could be achieved on any RH designated site proposed for the development of affordable housing. As discussed under the Growth Management portion of this Chapter (pages 80-81), dwelling units shall be permitted to be withdrawn from the City's Excess Unit Bank in order to achieve the site densities necessary for the development of affordable housing.

Although there exists a limited supply (60 acres) of undeveloped RH designated land within the City, the City does have in excess of 6,000 acres of undeveloped PC (Planned Community) and LC (Limited Control) zoned property upon which higher residential densities, necessary for the development of affordable housing could be accommodated. All PC zoned properties require that a Master Plan for development be approved. The LC zone is an interim (holding) zone where planning for future land uses has not been completed. Property zoned LC can be rezoned consistent with a proposed master or specific plan. Although plans approved for any PC or LC zoned property shall be required to comply with the underlying General Plan densities, there is considerable flexibility regarding the ability to transfer densities to any neighborhood within the plan. A proposal to increase a specific site density for the development of affordable housing would be evaluated relative to the proposal's; compatibility with adjacent land uses; and proximity to employment oppor-

tunities, urban services, or major roads. In order to enable the development of affordable housing, the City is committed to accommodating where necessary general plan amendments to increase residential densities on any PC, LC or other residentially zoned properties (see Policy 3.7.h), and in consideration with the above-mentioned locational criteria.

Table 45-A contains an inventory of Master Plan and Specific Plan areas, which are located within Local Facility Management Zones (LFMZ's) within the City, which will be open for development (with completed financing plans) over the next 5 years (1991-1996), and which shall be subject to the 15% mandatory inclusionary housing requirement (see Program 3.6.a). This Table also identifies the specific year that each Local Facility Management Zone shall be open for development. It is anticipated that within these Master and Specific Plan areas, the 15% inclusionary requirement will be met, in part, through higher density zoning involving: density transfers, density bonuses and redistribution of land uses.

Under the assumption that the residential development industry is not significantly constrained by a recessive economy, it is projected that 1582 units of lower income housing (58% of the City's lower income Regional Share housing needs) will be produced, between 1991 and 1996, as a result of this process. The balance of the City's lower income Regional Share housing needs (927 units) will be achieved through a combination of the other Programs contained in this Element including: (1) the development of the City's remaining 59 acres of Residential High density designated land (19 du/ac) which would achieve a total of 1121 units, and City Initiated Development (Program 3.7.c; 200 units).

In addition, there is a Residential Density of up to 40 units per acre associated with the Planned Industrial (P-M) Zoning and up to a 72 unit per acre density for Senior Citizen Projects within the Residential Professional (R-P) and Multi-family (R-3) Zoning classification. The Commercial Business District (CBD) Classification of the General Plan also allows residential with no set residential density. (However, densities in this CBD area are subject to growth management, architectural, scale and bulk limitations.) These higher density allowances could be encouraged to provide additional low income housing opportunities.

State Law (65915) currently mandates that all local jurisdictions adopt an ordinance that permits a density bonus as an incentive to the development of low income housing. The density bonus will provide the densities needed to assist in making the development of lower-income housing economically viable. Carlsbad is in the process of adopting an ordinance within the guidelines of the current State Law.

TABLE 45A

LFMZ'S	MASTER/SPECIFIC PLAN	TOTAL UNITS PERMITTED	15% LOWER INCOME UNITS	OPEN FOR DEVELOPMENT
7	Calavera Hills	669	101	1991
8	Kelly Ranch	1,124	169	1994
10	La Costa NW	839	126	1994
11	La Costa SE	1,199	180	1992
12	La Costa SW	1,076	162	1992
18	Rancho Carrillo	2,091	314	1993
19	Aviara	1066	160	1991
20	Zone 20	2,463	370	1992
		10,527	1,582	

Although the City's Growth Management ordinance imposes a limit to the number of residential units built within a quadrant or within the City, an increase in the densities of some residential acreage to facilitate the development of additional lower income housing units can be accommodated to meet the City's future housing needs. The strategy for accomplishing this is discussed in the Growth Management Addendum within the Growth Management portion of Section Three.

4. CONSTRAINTS: REDEVELOPMENT PLAN

In 1981 the City of Carlsbad approved the formation of a redevelopment area in what was once the City's commercial core. Carlsbad like many other municipalities found that, with the development of regional shopping malls, former downtown areas were losing economic vitality.

The City of Carlsbad adopted a redevelopment plan to halt this decline. As its theme, the old downtown Carlsbad area was designed around a low intensity "village area". Close to the ocean and other recreational amenities, the downtown Village Redevelopment Area focused upon the tourist and recreational trade. Permitted uses include residential, including multi-family. The theme, scope and scale of residential development within the redevelopment area encourages low intensity residential development. As the intent of redevelopment is to reduce blight, increase economic vitality and remove deteriorating structures, circumstances exist that might remove deteriorating residential structure from the housing stock. Wherever possible priority is given to rehabilitation of existing structures, especially those of historic nature.

MITIGATING OPPORTUNITIES:

The Carlsbad Village Area Redevelopment plan anticipates that between the adoption of the Redevelopment Plan and its expiration in 2006, approximately 300-400 new housing units will be built within the redevelopment area. This is over the existing 1600 units. These units are to be developed for all economic ranges. The Village redevelopment area contains land uses of all densities. It contains significant acreage of high density residential that is suited for units in the moderate to lower-income.

The Village Area Redevelopment Plan contains policies and programs designed to assist in the relocation of residents who may be displaced due to redevelopment projects. The redevelopment plan also emphasizes the rehabilitation of existing residences to conform to the nature of the village atmosphere of the redevelopment area. Although opportunities exist to increase the number of units for lower-income households because of the potential high density multi-family areas within the redevelopment area and in surrounding neighborhoods, it must be emphasized that impaction of the area with too much new multi-family development must be avoided. A predominant number of units within the redevelopment and adjacent areas are affordable to lower-income households, and for many years the housing strategies focused on providing high density multi-family units in areas that historically have developed them. The remaining undeveloped acreage within the City was designated at a lower single family intensity. The strategy to spread multi-family densities throughout the City would avoid impaction to the redevelopment areas.

5. CONSTRAINTS: OPEN SPACE REQUIREMENTS

Preservation of open space is one of the goals of the City. It also acts as a constraint to the development of housing as ordinance requires a minimum open space standard per unit plus a 15 percent set aside for each subdivision or community. These policies and requirements may reduce the yield of housing units.

MITIGATING OPPORTUNITIES:

Currently the City is preparing an Open Space Management Plan that will organize the various open space policies into a cohesive policy document. This Management Plan will provide guidance for housing

development that will occur in the city's sensitive areas. Incentives for developments that include low income housing may include exemption or reduction of requirements for parkland dedication of open space dedications.

Identification of sensitive habitats for endangered species that may preclude future development can be allocated toward a project's requirement for Open Space. The allowance of the density on acreage designated for open space may allow that density to be utilized elsewhere on a development site. This may allow "clustering" of residential development that would accomplish: 1) Increases in open space, and 2) higher density within a residential development to encourage a product type (apartments, multi-family, townhomes) that increases affordability.

MAP B shows the City of Carlsbad's current Opens Space and trails Network.

6. CONSTRAINTS: DEVELOPMENT STANDARDS

Development standards are standards set by the City of Carlsbad to ensure that development of residential or commercial that occurs, is compatible with the surrounding community, ensuring the health, safety and welfare of it's citizens and providing quality development.

The City of Carlsbad has two levels of development standards. Standards that are codified in the ordinances adopted by the City, and standards that can be considered administrative policy, through interpretation of the code or through interpretation of policies and guidelines of the City's General Plan.

MITIGATING OPPORTUNITIES:

Opportunities exist to waive administrative policies that may add additional time or costs to low income housing, The exemption of some administrative policies for low income housing could be considered an incentive for such housing. Another alternative would be to develop policies or codes that would apply only to low income housing. The purpose of these alternative codes would to be reduce cost associated with some standards in order for these costs to be passed on to the eventual low-income household.

7. CONSTRAINTS: BUILDING, ELECTRICAL AND PLUMBING CODES

The City currently has adopted the 1988 version of the Uniform Building Code, the 1980 version of the Uniform Plumbing Code and the 1987 version of the Uniform Electrical Code. The City has no substantive amendments to the Code that would adversely affect standard types of housing. Furthermore reduction of State required codes to reduce costs are not in the best interests of public health and safety.

Interpretations of some codes may be biased against certain alternative housing types such as SRO's (Single Residential Occupancy) or farmworker housing.

MITIGATING OPPORTUNITIES:

Certain types of alternative housing structures may be given flexibility in code interpretation where otherwise that certain type of housing may not fit into any one residential category.

Examples of these alternative housing structures may be what are commonly called SRO hotels, which although serve a residential function, are commercial in nature and may be required to be built under restrictive commercial codes to be cost effective.

Another alternative may be dormitory style housing for homeless and transient or migrant farmworkers. These types of housing structures not normally found in Carlsbad and may require broad interpretations of existing codes and regulations to be built.

8. CONSTRAINTS: CODE ENFORCEMENT PROGRAMS

Currently the City of Carlsbad has a code enforcement effort designed to protect the health safety and welfare of it's citizenry. The City's Building Department in conjunction with the City Attorney's office undertakes

abatement proceedings for deteriorating and substandard housing or bootleg (illegal) housing units.

The City of Carlsbad's code enforcement division of the Building Department currently detects and abates violations to the State and County Housing and Health Codes as they relate to substandard housing.

Over the last 5 years there has been an average net loss of around 3 to 4 illegal or substandard housing units per year through enforcement activities. There are also abatement programs for illegal campsites or makeshift housing in undeveloped agricultural areas of the City.

MITIGATING OPPORTUNITIES:

The code enforcement activities should include a monitoring and rehabilitation program to detect and monitor housing units in deteriorating conditions. These units, which predominantly house lower income residents, may be demolished to abate an unsafe condition thereby reducing the stock of lower income units. Monitoring in conjunction with a rehabilitation program would preserve these low income units. Code enforcement programs that result in abatement of substandard housing should be in coordination with the Housing and Redevelopment Agency that can target those units for rehabilitation programs that will preserve the older housing stock. It is important to coordinate unsafe residential abatement programs with relocation assistance for the tenants. Some tenants especially, handicapped, elderly, and very-low income may have problems finding suitable residences if displaced from their current residence. Prompt relocation assistance may be crucial as the ability to rehabilitate substandard units on a timely basis may focus on relocating existing residents.

9. CONSTRAINTS: OFFSITE IMPROVEMENTS

Currently the City has design standards for all offsite improvement. These standards are outlined in the City "Engineering Design Standards" publication. In addition there are also approximately four administrative engineering policies associated with offsite improvements for residential projects.

10. CONSTRAINTS: CIRCULATION IMPROVEMENTS

During the course of development, circulation improvements are addressed at that time to achieve satisfactory circulation improvement goals. The City through its Local Facilities Management Plan has further identified standards for circulation.

Currently some circulation improvements are funded through a "Bridge and Thoroughfares Fee" the City imposes on the areas of benefit. This fee varies according to the size of development and circulation impacts. (See fee schedule in appendices). The cost to the developer for the improvements required are usually passed on to the cost of the home or residence, increasing its cost.

MITIGATING OPPORTUNITIES:

Circulation as well as other infrastructure improvements paid for by development through requirements of fees are usually passed on to the purchaser or renter. Usually the improvements required as part of a project or subdivision are passed on as an "up front" cost of the dwelling unit as part of the purchase price of a house. The City is currently adopting a Mello-Roos District for bond financing for infrastructure and facility improvements. The infrastructure costs may be passed on to the buyer of a home under Mello-Roos as a one time single fee assessed against the home, or under an easement district, annual installments may be used to cover the assessment. The result is the "up front" costs of infrastructure improvements may or may not be reflected in the cost and price of a home, depending on the method used to pay back the assessment district. The City may contribute to on/offsite infrastructure improvements through in-kind contributions for residential developments that would be made affordable to lower-income households.

11. CONSTRAINTS: FEES AND EXACTIONS

Currently the City assesses fees for most administrative processing of application for development. Fees and exactions receive the most amount of attention from the development community and are most often singled out as contributing to the growing costs of housing. These fees are identified in the appendices.

Other types of fees may be exacted to mitigate effects of development that would have an adverse effect on the community or district. A typical exaction would be for school fees. These exactions are identified in the appendices.

MITIGATING OPPORTUNITIES:

WAIVING OF PFF FEES

Council Policy allows the waiver of Public Facility fees for low income housing. Implementation of this policy should also assess the fiscal impacts that the fee would normally generate on the budget of the respective departments. Typically all fees including impact and processing fees average between $15 - 20,000 per unit depending on type (multi vs. Single family) and location. Reducing fees is a significant incentive for some residential developments. Table 46 shows the total fees in Carlsbad of a typical 3 bedroom home.

HOUSING-IN-LIEU FEES

A Housing-in-lieu fee targeted at market rate units or units built above a certain price range could be assessed to generate funds to subsidize the construction of lower income units. The fee would satisfy a requirement that some projects may have to provide low income housing opportunities.

JOBS HOUSING IMPACT FEES

In-lieu fees or exactions leveled against developments that normally create jobs and a demand for lower income housing, primarily industrial or commercial/retail development, may be assessed. Fees are exacted at the time of construction on a per square foot basis and are used to subsidize the construction of low income units. The fees would be contingent upon establishing a nexus between job creation and demand for the type of housing it would create.

REAL PROPERTY TRANSFER ASSESSMENT TAX

Property that is sold and realizes a gain in assessed value is assessed a transfer tax. This tax or a portion thereof may be utilized as a source of revenue for housing programs. This would generate a source of funds from other than the **new** development and would spread the responsibility and cost of providing housing for all income ranges to **existing** development. The revenue generated each year by this transfer tax is approximately $350,000.00 and is not encumbered for any special project, but goes to the General Fund.

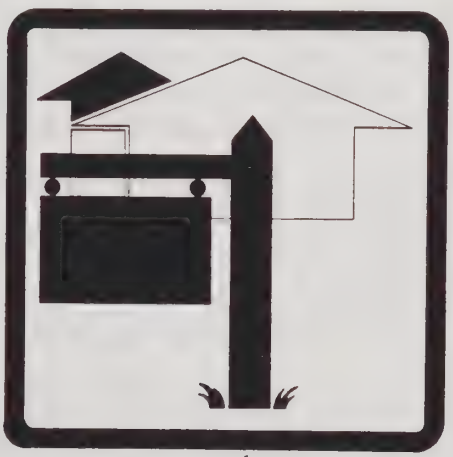


TABLE 46

TOTAL FEE COSTS TO BUILD A PROTOTYPE HOME

1	Escondido	$	21,507
2	San Marcos		19,131
3	Poway		16,740
4	San Diego City		15,755
5	**Carlsbad**		**15,742**
6	Solana Beach		14,590
7	Encinitas		14,527
8	Chula Vista		14,193
9	Santee		12,397
10	Oceanside		12,012
11	Vista		10,791
12	San Diego County		9,279
13	Imperial Beach		8,567
14	Lemon Grove		8,459
15	Del Mar		8,222
16	La Mesa		7,733
17	El Cajon		7,645
18	National City		6,443
19	Coronado		5,908

CIF PROTOTYPE HOME
Three bedroom, two bath single family detached home.
1800sf (square feet) living area. 400sf garage and 240sf patio.
Apx. $139,000 valuation (calculated by each jurisdiction).
Type V wood frame construction. 100A single phase electrical.
100,000 Btu FAU gas service, and a common set of fixtures.

Source: Annual Fee Survey, BIA, Builder Magazine, January, 1991.

12. CONSTRAINTS: PROCESSING AND PERMIT PROCEDURES

As indicated in Table 47 the type of permit for residential development defines its length of processing time. Projects that require multiple discretionary entitlement are usually processed concurrently. The exceptions are for multi-phase residential master planned communities in which case these projects are usually processed in phases.

TABLE 47

AVERAGE ADMINISTRATIVE PROCESSING TIME FOR DISCRETIONARY APPLICATIONS

CATEGORY	APPLICATION TYPE	AVERAGE LENGTH OF ADMINISTRATIVE PROCESSING TIME: FROM SUBMITTAL TO 1ST DISCRETIONARY ACTION
Master Development	Master Plans Master Plan Amendments Specific Plans Specific Plan Amendments EIR's	12 - 24 months
Major	RMHP Tentative Tracts Site Development Plans Redevelopment Permits Conditional Use Permits Tentative Tract Amendment/ Revisions Zone Code Amendments Planned Developments Zone Changes General Plan Amendments	6 - 12 months
Minor	Minor Subdivisions Conditional Use Permits Redevelopment Permits Site Development Plans Special Use Permits Precise Development Plans Planned Industrial Permits Coastal Development Permits	3 - 6 months
Miscellaneous	Hillside Development Permits Administrative Variances Local Coastal Plan Amendments Day Cares Satellite Antennas Planning Commission Determinations CM Conditional Use Permits Variances Street Name Changes Condominium Permits	1 - 3 months

MITIGATING OPPORTUNITIES:

Permit and processing procedures can be utilized to create incentives for low income housing opportunities. Cost associated with carrying loan amounts during the processing time are usually a part of the cost of development. Substantial delays in processing can exceed development estimates. While these costs can be absorbed by the developer, they are usually passed on to consumers via the sales prices or rental rate.

Expedited, fast track or priority processing can be utilized as an incentive for more low income affordable housing. A target of 25-30% reduction in processing time can be utilized to reduce carrying costs by the developer that would be passed on to reduce cost associated with the project.

13. CONSTRAINTS: CALIFORNIA ENVIRONMENTAL QUALITY ACT

Under the California Environmental Quality Act,(CEQA) developments or actions defined as projects, unless otherwise exempted under specific CEQA guidelines, are required to undergo an assessment as to the impact the project will have to the environment. This assessment determines if a substantial or more detailed effort will be needed to assess the full impact or a determination that it will not have a significant impact. Developing rural areas, and environmentally sensitive areas that include lagoons and wetlands are particularly sensitive to the impacts of urbanization. Assessment and mitigation of these impacts are sometimes lengthy and meticulous adding extra cost to the development. Identification of impacts that cannot be mitigated may preclude development altogether.

Carlsbad has a substantial amount of environmental constraints due to its sensitive habitats, coastal location and conservative approach to preserving its unique natural surroundings. These constraints may preclude, reduce, or in most cases, slow down construction of new housing in Carlsbad.

MITIGATING OPPORTUNITIES:

The California Environmental Quality Act provides opportunities for "tiering" environmental reviews. Projects that require a comprehensive review and assessment with an ensuing Environmental Impact Report often may contain specific mitigation measures to offset impacts. When a project requires multiple phases for completion, assessment and mitigation details can be included in the environmental impact report. Subsequent phases of the development may preclude further general or detailed environmental review. This may lead to faster processing of projects after a master environmental review and assessment and mitigation of impacts is completed and can be utilized for subsequent EIR's.

Additionally, as environmental impact reports may require mitigation measures for adverse impacts, new strategies to mitigate these adverse effects can be introduced. A jobs housing balance is a strategy to reduce energy consumption and auto emissions by locating housing and jobs closer together. Carlsbad with its predominantly single family housing construction over the last 2 decades and the creation of lower paid retail and manufacturing jobs, has created an imbalance of a residence population and a secondary employment population that tax the existing roadway capacity to the maximum at the traditional rush hours. By creating a better mix of housing styles and types to create a greater range of and number of housing units for the current and future employment population, would also place employment and housing closer together. A mitigating effect is created to conserve fuel, reduce emissions, and reduce traffic impaction.

14. CONSTRAINTS: ARTICLE XXXIV OF THE CALIFORNIA CONSTITUTION

Section 1 of Article XXXIV of the California Constitution provides that no "low rent housing project shall be developed, constructed, or acquired by any "state public body" until voter approval has been obtained. The election requirement of Article XXXIV could limit the participation of a public body in the development of low- and moderate-income housing because of the delays,

uncertainties and potential additional expenses associated with local elections.

MITIGATING OPPORTUNITIES:

In general, Article XXXIV requires that two criteria be met: (a) a "state public body" must "develop, construct, or acquire", (b) a "low rent housing project." Article XXXIV would be inapplicable if one of these criteria was absent. It would be possible to confine the role of a public body in a housing development so that one of the two criteria is not met and an Article XXXIV election would not be required.

In order to clarify Article XXXIV, in 1976 the Legislature enacted the Public Housing Election Implementation Law (Health and Safety Code, Section 37000 et seq.). According to that, a "low rent housing project" does not include the following types of development:

a. Housing with 49% or less lower income occupancy, that is privately owned and is not exempt from property taxation (unless fully reimbursed to all taxing entities);
b. Housing that is privately owned, is not exempt from property taxation by reason of any public ownership and utilizes land banking, property acquisition resale write down, guarantees and insurance of private loans and other assistance not constituting direct long-term financing from a public body;
c. Housing that is developed for owner occupancy rather than rental occupancy;
d. Housing consisting of newly constructed, privately owned, one to four family dwellings not located on adjoining sites;
e. Housing that consists of existing units leased by a state public body from a private owner; and
f. Rehabilitation, reconstruction or replacement of an existing low rent housing project.

Public body involvement limited to these types of housing developments would still help provide low- and moderate-income housing and would not be subject to the Article XXXIV election requirement.

Not all activities carried out by public bodies can be defined as "development, construction, or acquisition" of a low rent housing project. The meaning of "develop, construct or acquire" would not be applicable if the agency's involvement in providing low- and moderate-income housing is limited to offering the following incentives and concessions:

a. Reducing or waiving of planning fees, building plan check and permit fees, or street dedication or infrastructure improvements;
b. modifying or reducing development standards;
c. granting density bonuses; or
d. pass through of land.

The California Supreme Court in California Housing Finance Agency v. Elliot (17 Cal.3d 575 [1976]) concluded that whenever a public body very extensively participates, or assists in not only making a low rent housing project possible but also fully regulating the project so that the result is that the government is essentially the landlord, the matter will be subject to the Article XXXIV election requirement. Thus, a public body that grants a loan for a low rent housing project and the loan is conditioned on typical government agency requirements such as review and approval of plans, project financing, operation and maintenance standards and occupancy would generally constitute development and construction of the housing project and fulfills the criteria for applicability of Article XXXIV.

Any mortgage revenue bond issued or direct financial assistance given by a public body to assist in the development of a low rent housing project would necessitate an Article XXXIV election if these other criteria are also met.

On November 4, 1980, the following measure (Proposition X) was placed on the Carlsbad ballot for voter approval.

"Do the qualified electors of the City of Carlsbad, pursuant to Article XXXIV of the Constitution of the State of California, ap-

prove the development, construction, and acquisition of low rent housing projects by the City of Carlsbad, or other City-designated public agency, not to exceed 250 total units on scattered sites throughout the City to provide living accommodations for low-income senior citizens?"

Carlsbad voters approved this Article XXXIV referendum to allow no more than 250 units of senior low-income housing. However, this authority has not yet been exercised.

15. CONSTRAINTS: STAFFING

Constraints to housing opportunities may also include insufficient staffing. Federal, State and Local regulatory procedures often call for substantial review of development prior to construction. Staffing to fulfill current requirements and for additional regulatory procedures must be identified as a constraint for housing if sufficient staffing to meet processing goals and time lines are not allocated. Community Development activities such as Planning, Building and Engineering functions are impacted by the pace and magnitude of development. In addition, as the administration of housing programs are a function of the City's Housing and Redevelopment Agency, creation of additional low-income housing opportunities and the administration of them, may require additional staffing.

Review of the City's previous element has shown that a variety of programs were never effectively implemented due to the increased staff time required for additional housing programs. Future programs that add additional administrative tasks to staff will also fail to be implemented if sufficient staffing time is not available to administer additional housing programs.

MITIGATING OPPORTUNITIES:

Insufficient staffing and under-budgeting of positions in City Departments may also act as constraints to housing. Implementing programs to increase affordable, or the production of low income units, are dependent on adequate staffing. Frequently these programs are prioritized below other administrative and regulatory tasks and as such are not implemented on a timely basis. Housing programs that require more administrative and managerial time may result in a need for more staff for it to be effective.

The City may need to allocate additional financial resources to assure sufficient staffing for housing programs.

B. NON-GOVERNMENTAL CONSTRAINTS

Constraints that are usually beyond the local jurisdiction to control are labeled as non-governmental constraints. Several of these constraints are defined at the State and Federal level but must be addressed by the local jurisdiction sometimes under guidelines that are detrimental to the construction of housing.

1. CONSTRAINTS: FINANCING

Financing is a key component of housing development. Financing can be broken down into two key categories: takeout (construction), and permanent (mortgage). Construction financing is usually short-term in nature and is used for acquisition and development of property. Mortgage or permanent financing is the long-term financing of the project. This debt usually buys out the construction financing and is serviced by income received from rents or sales.

If financing, either takeout or permanent, is not available for any of the reasons listed below, new construction will not occur.

Recent developments in the banking and financing industry have had substantial impact on the development of both multi and single family housing. Several recent events have had major effects on the supply of money that has traditionally been used to finance affordable housing.

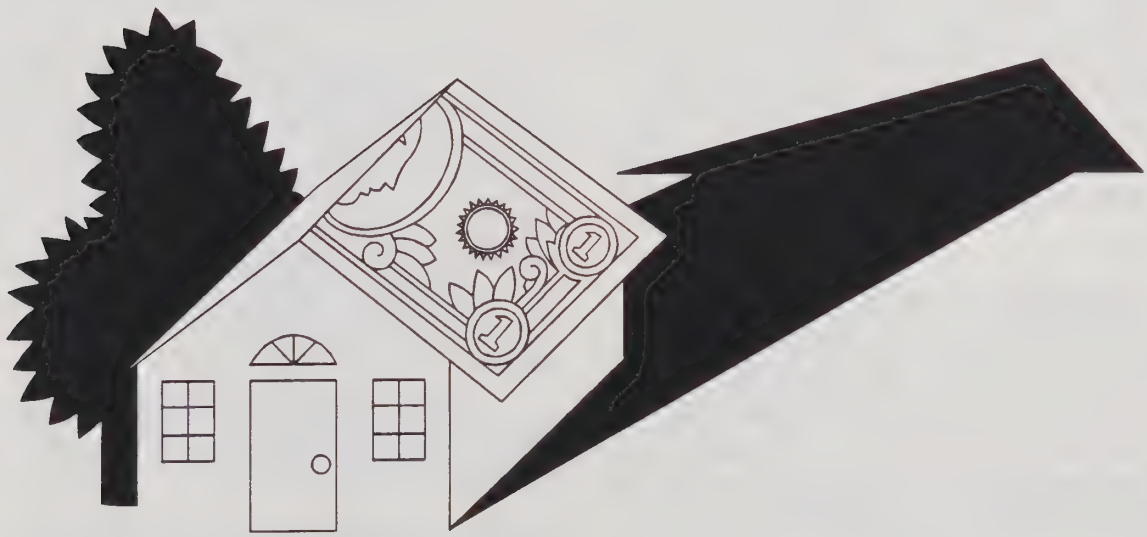
The 1986 Federal Tax Reform Act substantially changed the rules for real-estate investment with particular regards to multifamily construction. Recent legislation has reduced tax benefits normally associated with investment in multi-family development. This has had the effect of reducing the amount of money available for multi-family construction.

1989 Federal Savings and Loan Act restructured and added new regulations to the Savings and Loan/Thrift Banking Institutions. These changes limited (1) the amount of money that could be lent to one borrower, and (2) mandated extra capitalization reserves for all Savings and Loans as a ratio to money lent. (This has had an impact on the ability to acquire money for acquisition and development and for permanent financing.) Impacted the hardest were multi-family builders and small development (<100 units) companies who usually only used one or two lending sources for their developments.

a. AVAILABILITY AND USE OF PUBLIC FINANCING.

Funds that are available through Federal, State, and Local sources are referred to as public in nature. These funds are usually made available at below market (private) interest rates for purposes of providing low-income housing opportunities. These funds are not widely available and are restricted in their use. With the decrease in private market financing for multi-family development, the demand for this financing has grown. Competition for these funds is high and availability is not always consistent.

The additional constraint to using government financing is that of restrictions of use and a high administrative burden that sometimes accompanies these funds. Many cities have chosen not to compete for these funds as they do not have the administrative capability to manage them.



b. RATES

Table 49 contains July 1990 rates for construction and mortgage loans for several major banks. The effects of mortgage rates on housing affordability is indicated in Table 48. Table 50 shows the prevailing rates of some government sources of funds.

TABLE 48

LOAN AMOUNT	8%	9%	10%	11%	12%
$60,000	$440	$483	$527	$571	$617
$80,000	$587	$644	$702	$762	$803
$100,000	$734	$804	$878	$952	$1028
$120,000	$880	$961	$1053	$1143	$1234
$150,000	$1100	$1207	$1316	$1428	$1543
$200,000	$1467	$1609	$1755	$1905	$2057

TABLE 49

MORTGAGE INTEREST RATES

Fixed Rate First

Lender	Int Rate	Apr	Pts	Year	Max Loan
Wells Fargo	10.25	10.53	2.0	30	$187,450
Security Pacific	10.125	10.40	2.0	30	$187,450
Fixed Rate Seconds					
Far West	10.75	11.16	2.0	15	$93,725
Heartland	11.125	11.54	2.0	15	$93,800

Adjustable Rate First

Lender	Int Rate	APR	Pts	Index	Margin	Rate Adj	Neg Amot	Max Rate
Union Bank	8.625	10.97	12.5	1 YTB	2.60	6 Mo	No	13.75
Wells Fargo	8.75	11.3	1.75	6 MTB	2.75	6 Mo	No	14.0

Source: San Diego Union - July, 1990
SANDAG (page 105)

Table 50 contains the cost of funds by several governmental sources.

TABLE 50

MONEY RATES AS OF 12-20-90

Prime Rate	10%
Federal Funds Rate	high 7 5/16% (-), low 7 3/16%(-)
LABOR	8 1/8% (+) one month 7 13/16% (-) three months 7 5/8 (-) one year
Treasury Bills	6.86% (-) 13 weeks, 6.74% (-) 26 weeks
Freddie Mac	30-year fixed/30-day delivery 9.63% (-)
Fannie Mae	30-year fixed/30-day deliver 9.53% (-)
11th District COF	For December '90 8.05% (+)

The above key rates are a general guide only, they should not be used for actual transactions and no warranty to their accuracy is rendered.

Source: Lin Walton, First California Mortgage

MITIGATING OPPORTUNITIES:

Financing constraints may be overcome by several financial tools available to create more affordable housing.

MORTGAGE REVENUE BONDS

These are bonds sold by the City to create a pool of money for subsidized mortgages. The bonds are serviced through a return rate on the mortgage or resold on the bond market. The up-front cost of issuing bonds are prohibitively expensive for a small issuing. To reduce the "up-front" cost of the issuance of a Mortgage Revenue Bond that will cover only a small amount of mortgages that a city may wish to offer, many cities have formed pools in a cooperative effort to spread the up-front cost among several cities or housing authorities. Mortgage revenue bonds can be issued for multi-family or single family developments, but multi-family bonds have become less in demand and more difficult to issue due to recent changes in the tax code.

PUBLIC FINANCING

The State Housing and Community Development Agency, and HUD offer construction, rehabilitation, and permanent financing as low as 3% to qualified applicants such as housing authorities or private not-for-profit developers. These funds are competed for based on participation of other funding sources and local need. A brief list of these programs is listed below:

Federally funded rehab and construction programs;

- Section 202 Direct loans for elderly and handicapped housing.
- Section 502 Rural home ownership assistance.
- Section 515 Rural rental housing assistance.
- Section 17 Rental housing rehabilitation.
- Section 317 Rehabilitation loans.
- Housing and Community Development Act Block Grants.

State funded rehabilitation and construction programs;

- Family Housing Demonstration Program (HCD)
- Home Mortgage Purchase Program (CHFA)
- Predevelopment Loan Program (HCD)
- Rental Housing Construction Program (HCD)
- Rental Housing Mortgage Loan Program (CHFA)
- Self Help Housing (CHFA & HCD)
- AB 665 (1982) Bonds - Renter occupied construction
- Funds authorized by the Mark-Furon Residential Rehabilitation Act and SB 99-New construction
- California Energy Conservation Rehabilitation Program
- Deferred Payment Rehabilitation Loan Fund (HCD)
- Home Ownership Mortgage Bond Program (CHFA)
- Home Ownership Assistance Program (HCD)
- Matching Down Payment Program (CHFA)
- Natural Disaster Assistance Program (HCD)
- Non Profit Housing Program (CHFA)
- Farmworker Housing Grant Program (HCD)
- Mobilehome Park Assistance Program (HCD)
- State Legalization Impact Assistance Grant Program (HCD)
- State/Local Multifamily Program (HCD)
- Federal Emergency Shelter Grants Program (HCD)
- Senior Citizen Shared Housing Program (HCD)

This list of financial and assistance programs is not all-inclusive, and many programs may not have funding availability at this time. It is important that the City familiarize itself with the application process and availability of these funds.

LOW INCOME PERMANENT FINANCING

A consortium of banks and savings and loans has formed an organization (SAMCO) designed to offer private below market permanent financing for low-income projects. This organization, based in San Diego, is a prime source for below market financing needed for low income projects.

COMMUNITY REINVESTMENT ACT

This Act requires lending institutions to report on their lending activities and how they meet the needs of the community. Lending institutions may face official sanctions for not meeting performance goals. A City may have a program to evaluate an institution's lending practices for its community. It may impose its own sanctions. These sanctions may include withdrawal of funds by the City, or cooperating businesses, from lending institutions who have not made adequate mortgage or construction financing loans in their community.

REDEVELOPMENT SET-ASIDE FUNDS

Currently State Law required that 20% of tax increment returns be set aside for low-to-moderate income housing. This is a good source of gap funding or equity positions the City may wish to participate in with qualified low income residential projects.

COMMUNITY DEVELOPMENT BLOCK GRANT FUNDS

The City of Carlsbad uses the Federally entitled grant funds to support a wide range of services and programs that benefit the community's lower and moderate income households. CDBG funds may be used for housing purposes in the acquisition of land using these funds and in the funding of rehabilitation and preservation programs. The CDBG funds may also be used to fund a wide range of planning studies and programs which will benefit low and moderate income households.

2. CONSTRAINTS: PRICE OF LAND

The price of land varies depending on location, improvements and use. The cost of land in Carlsbad is a prime constraint in providing affordable housing opportunity. Carlsbad contains a significant amount of land with coastal views; a premium that is added to the cost of land. In addition location factors such as proximity to freeway access, public facilities, and intangible factors such as image and quality of life contribute significantly to demand and price. The cost of improving the land, grading and added infrastructure also contributes to the final costs. Carlsbad has a considerable amount of land located in hilly topography. The added costs of grading required as well as the additional engineering and improvement

costs are greater as opposed to flat level land. Costs associated with land have traditionally contributed to around 40 percent to the cost of a home. In Southern California the price of land and its preparation sometimes may be as high as sixty percent. The price of land is also determined on the number of units that the land may yield after constraints such as topography, environmental constraints and density are factored in. The actual yield may be far below the allowable density. Land prices in Carlsbad vary substantially. Undeveloped vacant land with varied topography and no improvements is approximately $100-250,000 an acre, with coastal view land slightly higher. Infill residential land, with all improvements may run as high as $1 million an acre depending on location and density. The added value and price of land in Carlsbad has severely limited market-rate financed construction for low-income households.

MITIGATING OPPORTUNITIES:

Land prices are generally determined in the market place. As such, the availability of non constrained developable acreage suitable for residential development is higher in areas closer to significant employment centers and areas with significant desirable attributes, i.e., coastal vs. inland. Carlsbad has substantial acreage that falls within these attributes. Land pricing is also a factor of yield or return. Land costs are also determined on "how much" or yield of development that can occur upon a specific property. This yield is a product of the General Plan Density which often determined housing product type, infrastructure or the amount of acreage needed for public improvements, net developable acreage and general market conditions.

Final land prices are determined by how much (if any) entitlement are secured for the land. This is important if the land is sold and currently undeveloped but has secured entitlement to build.

Price can be affected by knowing there are considerations such as low income housing that need to be included in the project. This may affect the project proforma and the selling price of the property may be adjusted to compensate for this.

Other techniques may be used to supply land at reduced prices. These include:

IMMINENT DOMAIN/FRIENDLY CONDEMNATION

To assure an adequate supply of housing in all income ranges a city may choose to acquire suitable property to assure this need is to be met. Property acquired through friendly eminent domain proceedings is subject to fair market value but substantial tax benefits may accrue to the owner of the parcel. Property that is acquired by this method through "friendly" negotiations usually arrive at an equitable disposition and the property may be acquired at a below market price.

LAND BANKING

Land that be acquired or purchased that may not be currently used for housing but may be given entitlement at a future date, could be acquired by the City. This land could be resold with entitlement to a non-profit developer at a reduced price to provide housing affordable to lower income households. Land may be accepted as an in-lieu contribution for an inclusionary housing requirement. Land purchased or contributed for the purpose of residential construction must be suitable for the appropriate density.

GOVERNMENT/PUBLIC LAND

Surplus property that is owned by the City or another public entity can be acquired to provide potential housing opportunities for lower income households. Surplus property is then passed on to a developer at a negotiated reduced price in exchange for a requirement for more housing affordable to target income groups.

CONSTRAINED ACREAGE

Developable acreage that is constrained due to government control, may be utilized to increase yield of developable acreage. Currently Carlsbad does not give density credit to acreage that is constrained due to several factors. Density credits may be given to this land and

transferred to an adjacent property for the purpose of low income housing.

3. CONSTRAINTS: COST OF CONSTRUCTION

Construction costs may contribute significantly to the affordability and cost of housing. Factors that contribute to construction costs are referred to as "hard costs" and typically refer to labor and materials. Soft costs are typically a developer's overhead, and carrying costs on acquisition or construction loans. Carrying costs are associated with finance and lending constraints as well as processing times as referred to earlier in this section.

a. LABOR

Labor costs are significantly higher in the southern California region than averages nationwide for similar employment. The prevailing wage for construction is $12.00 - $22.00 per hour average depending on skill, experience, and labor union affiliation.

b. AVERAGE CONSTRUCTION COSTS-COST PER SQUARE FOOT

The cost per square foot for construction is a general average for the San Diego Region. This may vary from builder to builder based upon a number of factors. The average residential construction cost per square foot is indicated:

Multi-Family	$38.00 - $45.00 per square foot
Single-Family (detached)	$50.00 - $56.00 per square foot
Single-Family (attached)	$48.00 per square foot

c. *MITIGATING OPPORTUNITIES:*

Costs of construction in this section refers to labor and materials. The typical labor rate for construction workers depends upon the level of skill associated with the job, whether it is union or not and the availability of construction workers.

Opportunities exist for reduction of costs associated with construction. These include, but are not limited to:

FACTORY BUILT HOUSING/ MANUFACTURED HOUSING

Using new technology, manufactured homes may represent new shelter opportunities in the low and moderate income range. Some of the housing construction is conducted offsite and transported to the construction site. A fast growing alternative to onsite development, construction of flooring and framing is done in computer controlled factories and then transported onsite for assembly. Estimates on cost reductions using these methodologies may be as high as 30%. The City could encourage developers to take advantage of these type of programs. The product is identical in appearance to custom onsite stick built single family or multifamily product.

Residential-manufactured home development(R-MHD) are residential developments that have characteristics common to both multi-family and single-family neighborhoods. R-MHD are income producing properties as are multi-family complexes, but individual detached manufactured homes in the development are owner occupied. Home owners enter into a long-term lease with the partnership or corporation(which may be owned by the tenants) which manages and maintains community infrastructure.

R-MHD are typically pegged to area apartment rates. The lifestyle and density patterns are decidedly single-family in nature. R-MHD compete in the shelter market between multi-family and condominium.

DEVELOPMENT STANDARDS

Development standards, either modified or as part of administrative policies, sometimes add extra cost because of additional materials required and extra labor. A significant reduction of costs from a modification or waiver of the standards can be attained and passed on to the savings of the unit for low-income housing.

CONSTRUCTION MANAGEMENT

Development of affordable and low cost housing is sometimes accomplished through special construction management techniques. Companies that specialize in low cost housing utilize these special management techniques to cut costs. In any low income development, this should be a requirement.

C. ENVIRONMENTAL CONSTRAINTS

The City of Carlsbad faces several major environmental constraints. These constraints are outlined briefly in this section.

These constraints may be significant in that mitigation measures may include restriction on development that would reduce the net developable acreage in Carlsbad.

1. CONSTRAINTS: ENDANGERED SPECIES

Currently there are several species of flora and fauna that have been assessed as being endangered for survival. Under the Federal Endangered Species Act which was designed to prescribe species that may be threatened with extinction, the federal government may supersede local authority to preserve habitat of the endangered species including moratoriums or restrictions on local development unless a management or mitigation measure is identified or implemented.

Currently there are several species of floral and fauna that are listed on the state and federal endangered species list.

These are indicated in Table 51.

TABLE 51

THREATENED and ENDANGERED SPECIES COMMON TO THE CITY OF CARLSBAD

		State/Fed. Status	
Sensitive Carlsbad Plan Species:			
(1)	Acanthomintha iliciofolia (San Diego Thorn Mint)	CE	C1
(2)	Brodiaea filifolia (Thread-leaved Brodiaea)	CE	C1
(3)	Dudleya viscida (Sticky Dudleya)	-	C1
Note:	The following plants have a high potential for occurrence in any Carlsbad Coastal Mixed Chaparral.		
(4)	Comarostaphylis diversifolia v. diversifolia	-	-
(5)	Corethrogyne filaginifolia v. linifolia	-	C2
(6)	Baccharis vanessae (Encinitas baccharis)	CE	C1
Note:	Species 1, 2, 5, and 6 will probably be listed within a year.		
Sensitive Carlsbad Reptile Species:			
(1)	Cnemidophorus Hyperythrus (Orange Throated Whiptail)	-	-
(2)	Phrynosoma coronatum (Coast Horned Lizard)	-	C2
(3)	Thamnophis hamondii (Two-striped Garter Snake)	-	-
Sensitive Carlsbad Bird Species:			
(1)	Polioptila melanura California (Calif. Gnatcatcher)	-	C2
(2)	Vireo belii pusillus (Least Bell's Vireo)	CE	FE
(3)	Sterna antillarum browni (Calif. Least Tern)	CE	FE
Note:	Species number one will probably be listed (Federally Endangered) within two years.		

Status Definitions:

(1)	CE -	California Endangered
(2)	FE -	Federal Endangered
(3)	C1 -	Candidate for Federal Endangered Species status. Enough information is on file to support the listing of these species.
(4)	C2 -	Can date for Federal Endangered Species status. More information on this species is needed to support a listing.

Source: San Diego Biodiversity project, Sensitive Species Within Carlsbad City Limits, August, 1990.

The most significant species listed in Carlsbad is the California Black-Tailed Gnatcatcher. This bird has been requested to be officially listed as an endangered species. A significant amount of its habitat (coastal sage scrub) is prominent in undeveloped areas of Carlsbad and the coastal region. If the gnatcatcher is listed as an endangered species and there is no mitigation plan, major undeveloped areas of the City would be closed to further development.

MITIGATING OPPORTUNITIES:

Potential exclusion of development for the project protection of endangered species may be avoided should a management plan to mitigate the effects of development be adopted by the City and approved by the appropriate state, federal and local agencies.

Currently Carlsbad is preparing a management plan for the California Gnatcatcher, a species that may or may not be placed on the endangered species list. This plan would provide an in-depth study as to the habitat, number and location of the species, mitigation efforts and a monitoring plan. If implemented, development could possibly proceed providing that mitigation efforts were acceptable and provided for that development.

This plan could be a bench-mark to provide acceptable management and monitoring plans for other endangered species of flora and fauna.

2. CONSTRAINTS: DROUGHT AND WATER SUPPLY

Climatological factors such as drought conditions may constrain housing, both in construction and long term availability

a. CONSTRUCTION

Water reserves in a region drop and conservation becomes necessary as mandated in various stage alerts, construction grading becomes a low priority and is sometimes halted. This may push back construction scheduled and add additional costs to housing.

b. LONG TERM AVAILABILITY.

Long term availability of water is allocated on a state and regional level and is sometimes beyond the purview of local municipal governments. On a city's jurisdiction may provide restriction in development in the long term if in coordination with local water authorities.

c. *MITIGATING OPPORTUNITIES:*

Water conservation efforts in developments that would significantly reduce water consumption rates may be included as an incentive for low cost housing for future housing developments.

The use of water saving appliances and increased xerophytic landscaping that are consistent and compatible with the City's Landscape Standards should be encouraged with ties to incentives for low income housing production. Xerophytic landscaping may be substituted for normal "lush" landscaping standard for low-income projects.

Water conservation would also be encouraged by requiring the use of reclaimed water for grading purposes during construction periods.

Additional incentives for development may be given if water conservation fixtures and appliances are utilized in new construction.

Retro-fitting of existing housing units with water conserving appliances or fixtures should be encouraged. During times of water alerts and shortages, retro-fitting and the savings produced may allow residential development without a net increase in water consumption.

3. CONSTRAINTS: TOPOGRAPHY

Topography is sometimes a key constraint to housing development, as it removes significant acreage in the city from development and contributes to the land prices. Carlsbad, through an adopted Hillside Development Ordinance, does not allow significant amounts of grading without required regulatory permits.

Land that has slopes of over 40% is precluded from calculating density on the site. Slopes under 40% and greater than 25% are allowed one half of the site's density. Carlsbad has over 5,000 acres that are constrained topographically. Hilly land that is allowed for development has significantly more costs associated with its improvements than flat level land. These cost are usually passed on to the home buyer or renter.

MITIGATING OPPORTUNITIES:

The City in order to achieve development compatible with the community and preserve unique scenic qualities of hillside topography has developed a hillside ordinance. Provisions of this ordinance calls for no residential development on hillsides with slopes greater than 40%. On slopes with density greater than 25% but less than 40%, density is reduced by one half. A possible incentive for low income housing would be a density credit in hillside acreage of slopes greater than 25% or less than 40%. This would increase the yield of low income units over what normally could be provided, especially with developments in hillside areas.

The city may make in-kind contributions to on/offsite improvements to lower the cost and pass it on. These contributions should be offered as an incentive especially to lower income housing.

4. CONSTRAINTS: SENSITIVE HABITATS

Carlsbad has three coastal lagoons. These lagoons contain a significant amount of migratory birds and other unique flora and fauna. Preservation of these habitats is a key goal in land decisions by the City. Sensitive wetland and riparian habitat may also significantly impact development.

MITIGATING OPPORTUNITIES

The City currently has several sensitive habitats. These include three lagoons, Buena Vista, Agua Hedionda, and Batiquitos. In addition, the City has several watercourses and accompanying riparian habitat. These lands are part of acreage that are adjacent to or within lands that have the potential to be developed within the next decade.

Currently identified sensitive habitats are listed as constrained lands and not developable. This does not affect the net developable acreage as indicated in the Vacant Land Inventory which removes this acreage as constrained lands. Preserving this habitat is essential to other land use and quality goals the City has set. Opportunities to preserve these natural settings as identified through environmental assessments and other means, may be enhanced by providing density credits on developable residential acreage on these sites if the increase in density would achieve a housing element goal for low income housing needs.

5. CONSTRAINTS: COASTAL ZONE

Currently a significant portion of undeveloped acreage is situated in the State designated coastal zone areas. Development activities of significant impact must be approved by the California Coastal Commission in addition to local approval processes. Often, to protect coastal resources significant changes or reduction in residential unit yields or densities are required for project approval. These requirements may significantly affect production of lower income units in coastal zone areas. Carlsbad has additional regulatory policies to preserve agriculture and scenic resources contained in its Local Coastal Plans approved by the State.

Until this revision of the Housing Element, the City of Carlsbad had mistakenly believed itself to be exempt from portions of Government Code Section 65588 and 65590 (collection of Coastal Zone housing data), pursuant to Public Resource Code, Division 20 Section 30519.1. The City now understands that it must fully implement these Governmental Code Sections. Specifically, the City must collect and report Coastal Zone housing data including, but not limited to, the following:

1) The number of new housing units approved for construction within the coastal zone after January 1, 1982.

2) The number of housing units for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, required to be provided in new housing developments within the coastal zone or within three miles of the coastal zone.
3) The number of existing residential dwelling units occupied by persons and families or low or moderate income that have been authorized to be demolished or converted since January 1, 1982 in the coastal zone pursuant to Section 65590 of the Government Code.
4) The number of residential dwelling units occupied by persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, that have been required for replacement or authorized to be converted or demolished as identified in paragraph 3). The location of the replacement units, either onsite, elsewhere within the locality's jurisdiction within the coastal zone, or within three miles of the coastal zone within the locality's jurisdiction, shall be designated in the review.

After researching the matter, the City believes that it is not now possible to recapture the data (in particular, regarding affordability) from previous years. It is possible to conclude that due to the recent adoption and implementation of the Growth Management Ordinance, only a few housing units have been constructed within the coastal zone in the recent years. In addition, we believe that very few (if any) affordable housing units within the coastal zone have been demolished or converted since 1985. Realizing our responsibility, the City will henceforth monitor and record data on housing units constructed, converted, and demolished within the coastal zone, as indicated in Housing Element Policy 2.6.

MITIGATING OPPORTUNITIES:

Although the City's current coastal zone plan does not mandate low income housing as a provision of development as some plans do, opportunities using density bonus ordinances would be utilized in coastal zone development. Currently most of the City's existing low income housing stock is within the City's coastal zone. Preservation and rehabilitation programs may be mandated and implemented through this program. The city will also implement an inclusionary housing program for all master or specific planned communities, several of these communities are located in the coastal zone, there will be significant contributions to the low income housing stock in the coastal areas through this program. **Map C** depicts the City's coastal zones.

6. CONSTRAINTS: AGRICULTURE LAND/WILLIAMSON ACT

The City of Carlsbad has a large amount of agricultural land (400 acres) currently that is under the Williamson Act, which is designed to preserve longer term agricultural land for that use. The City's policy is that agriculture will not be a long-term land use for the city and will eventually be phased out. These areas have not been designated for future use as residential as it is primarily in areas not planned for residential development such as steep hillsides and airport impact zones.

MITIGATING OPPORTUNITIES:

The ultimate use for all agricultural land including lands under the Williamson Act will most likely be determined on the physical constraints and the market conditions at that time. Much of the land under long-term agricultural preservation is not suitable for future residential development as there may be significant land use, i.e., airport, environmental, coastal constraints. These constraints may include topography and the City's Growth management caps which limits the amount of total residential units at build out.

7. CONSTRAINTS: AIRPORT LAND USE PLAN

Carlsbad is home to the McClellan-Palomar Airport, a public general aviation facility. In 1970, the State of California enacted a law requiring the formation of an Airport Land Use Commission in each county containing a public airport. Among the duties of this Commission is the formulation of a Comprehensive Land Use Plan (CLUP). In San Diego County the San Diego County of Governments(SANDAG) has been designated as the Airport Land Use Commission. In 1974 the original Land Use Plan for the McClellan-Palomar Airport was adopted and in 1986 a revised plan was adopted. The plan was adopted to assist in ensuring compatible land use development in the area surrounding the McClellan-Palomar Airport. The plan contains the Airport's Influence Area, projected noise contours, clear zone, flight activity zone, land use compatibility matrix and recommendations. The significant restrictions to housing and residential development are within the flight activity zone and within certain projected noise contour levels. The flight activity zone contains areas restricted from certain uses due to crash hazards. The projected noise contour levels are used to quantify noise impacts and to determine compatibility with land uses. Noise levels are quantified based on a descriptor of daily noise level, the community noise equivalent level (CNEL). The boundaries of these levels are defined as "contours" and are depicted on the Airport Noise Contour Map, **MAP D.**

The contour does not define a land area in which residential uses are unsuitable. Rather, the contour identifies an area in which mitigation measures may have to be utilized to reduce the impact of aircraft noise on dwelling units other than single family detached.

State Noise Standards have adopted the 65 CNEL contour level as the value defined as a boundary within which the noise environment is not suitable for residential use.

MITIGATING OPPORTUNITIES:

The General Plan Land Use Map of the ***Land Use Element*** of the General Plan for the City of Carlsbad shows the area around the McClellan-Palomar Airport as being industrial in nature, with some agricultural uses. There are no residentially zoned lands and the Land Use Map indicates future Industrial and Open Space Use.

Although the area is primarily industrial there does exist opportunities for residential habitation. The PM zoning district of the City's Zoning Ordinance allows multifamily residential development of up to 40 units per acre providing it serves with or is built in conjunction with adjoining industrial development. Any multifamily development within the 65 CNEL is subject to a noise study and mitigation measures.

The area around the airport also allows commercial land uses that may include, hotels, motels or semi-transient commercial housing structures such as Single Room Occupancy Hotels. Transient Shelters are also allowed in Industrial areas with a conditional use permit.

D. VACANT LAND INVENTORY

The City of Carlsbad has a substantial amount of vacant and developable residential land. This vacant land is itemized by General Plan land use category in Table 53.

Carlsbad has approximately 6621 acres of residentially designated land currently undeveloped or underdeveloped remaining in the city. Of this total remaining unconstrained residential acreage, approximately 94 percent has a density of 6 units an acre and under. Of the remaining 6 percent, 390 acres have medium high density of under 12 units per acre and 60 acres, or one percent, of the remaining developable acreage has a density of 19 units per acre.

The total number of units that this acreage may yield according to its density limitations imposed by the general plan and growth control point is indicated below.

TABLE 52

ACREAGE/UNIT YIELD		
Acres	*General Plan Density (Growth Control Point)*	*Estimated Yield of Units*
1,391.14	Residential Low (1.0)	1,391
3,431.35	Residential Low Medium (3.2)	10,980
1,347.69	Residential Medium (6.0)	8,086
390.42	Residential Medium High (1.5)	4,489
59.91	Residential High (19.0)	1,138
6,620.51		**26,084**

The above-noted undeveloped residential acreage total (6,620.51 acres), is not completely accurate because all recent development approvals on previously vacant lands located within Local Facilities Management Zones 1-6 and 19 have not been entirely accounted for. Despite this, the remaining buildout capacity of 26,084 dwelling units, as shown on Table 52, is very close to the estimated remaining Citywide buildout capacity of 26,576 dwelling units. It is anticipated that additional acres of higher density land use designations (RH and RMH) will result from the use of the surplus units located in the Citywide Excess Bank to increase site densities that will enable the production of affordable housing.

The City of Carlsbad also has additional acreage that is under-developed that is situated in built-out or in-fill areas of the city. This area is predominantly in the Northwest Quadrant of the city. These areas contains 3 levels of potential developable residential land.

The first level is vacant in-fill land which is land parceled in small lots within the older and built-up parts of the city. This land is residentially zoned and designated for residential development in the General Plan Land Use map.

The second level would be under-utilized land which contains parcels of land developed but not to their highest density.

The third level would be land that would be transitional in nature, commercial or industrial land that could be utilized for mixed use or residential development.

It is estimated that around 10 percent of the total developed acreage may fit into these categories. This would add approximately 700 acres to the existing vacant land. A unit yield would be difficult to estimate given the more stringent development controls given to in-fill residential projects and the various densities that this acreage would be comprised.

The remaining vacant land and its present densities indicate that the yield of units in the 3 highest density categories; RH, RMH and RM is sufficient to produce enough multifamily housing to meet the specific 5 year goals. Lower density RL and RLM, are primarily single family densities and can be used to meet moderate and upper income category housing goals. The inventory does point out a diminishing amount of RH (residential high) density remaining in the vacant and undeveloped areas of the city. However, as discussed within the General Plan Densities portion of Section III of this document (page 82), there does exist in excess of 6,000 acres of undeveloped PC (Planned Community) and LC (Limited Control) zoned property within the City. In order to enable the development of affordable housing, the City is willing to accommodate General Plan Amendments as necessary to increase residential densities up to 29 d.u./ac. on any PC or LC zoned property or any other residentially designated property (see Policy 3.7.h). There is additional under-utilized higher density residential within the redevelopment and in-fill areas of the city. This acreage may accommodate additional units at this density range.

Under Growth Management guidelines the city may allocate "unused" units, from projects that have been built under the Growth Management caps to special housing needs such as the need for lower-income units.

General Plan amendments to increase densities for projects that meet this need, or, density bonus provisions to increase the yield of units above the growth control point can be achieved using the available "bank" of unused units. An additional strategy would be to decrease the density in some acreage designated in the medium residential density range and increase density in the medium high or high range. This would increase the amount of acreage in the higher end of the density range needed for multi-family housing and for special housing needs such as low-incomes housing. This strategy to increase density would not add units and would keep within the Growth Management caps but would reassign densities, if needed, to accommodate alternative housing types that need higher densities such as apartments or town homes. One adverse effect to this strategy would be to reduce the available acreage for mid-density housing such as small lot subdivisions that typically are needed for moderate-income housing.

Map A shows the status of the Local Facilities Management zones. The status for each zone is important as it determines how much acreage is available for development with appropriate facilities. Within the 5 year time frame for this housing element (1991-1996) 22 of the 25 zones will be available for development. The remaining three zones may be available, but at this time no zone plan for facilities have been adopted.

E. ENERGY CONSERVATION IN HOUSING DEVELOPMENT.

The City of Carlsbad through the introduction of a new housing goal in creating a better jobs housing balance for the city, has instituted a strategy to encourage increased energy conservation through reducing distance between housing and employment. A secondary benefit is the reduction of vehicular emissions and improved air quality.

By reducing potential future commute time and distance for residents, conservation of energy particularly oil and gas, can be promoted. Reduction in distance and travel time may also reduce auto emissions as less commuting to work will occur. Encouragement of future housing in proximity to existing and future transit and rail centers will be encouraged to reduce driving.

The City will continue the enforcement in Engineering and Building plan-check of the State Title 24 guidelines which include energy efficiency standards for new development. Additional use of energy saving appliances especially those built-in to new housing will be encouraged. The City will require all lower-income projects that utilize City assistance or subsidy to be provided with energy efficient appliances.

Through cooperative efforts with local utilities, the City will encourage retro-fitting existing housing stock with appliances and fixture that will increase energy efficiency.

The City of Carlsbad currently has regulations in its subdivisions that require where possible that future subdivisions take advantage of solar orientation to reduce heating and cooling costs.

RESIDENTIAL LAND INVENTORY

Vacant, Developed and Total Residential acreage.

TABLE 53

LOCAL FACILITIES MGMT. ZONES		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	TOTAL
TOTAL RESIDENTIAL DEVELOPABLE (ACRES)																											
LOW DENSITY	RL (1.0)	0	0	0	0	0	216.7	165.7	21.9	0	0	843.3	0	0	109.4	263.5	0	120.8	0	0	18	0	0	0	38.7	0	1798.0
LOW-MEDIUM DENSITY	RLM (3.2)	1460.	525.9	58.2	86	0	1003.	462.6	0	0	471.1	697.1	380.8	0	372.8	874.2	0	92.8	191.6	1115.	414.5	127.8	0	0	140.7	156.1	8632.4
MEDIUM DENSITY	RM (6.0)	184.2	135.3	0	342	0	411.8	64.6	201.5	96.3	101.7	45	130.9	0	14.2	88.41	0	41.5	224.7	0	285.5	116.4	66.8	0	2.5	0	2553.3
MEDIUM HIGH DENSITY	RMH(11.5	325	0	0	0	0	419.8	50.7	20.8	98.9	0	34	0	0	0	0	0		26.4	0	0	0	78.7	96.1	0	0	1150.4
HIGH DENSITY	RH (19.0)	169.7	0	0	0	0	67.6	0	0	0	0	0	0	0	0	47.12	0		0	0	0	0	0	0	0	0	284.42
TOTAL		2139.	661.2	58.2	428	0	2119.	743.6	244.2	195.2	572.8	1619.	511.7	0	496.4	1273.	0	255.1	442.7	1115.	718	244.2	145.5	96.1	181.9	156.1	14418.
							RH/O = 2.3									RH = RH/C/O											
EXISTING RESIDENTIAL DEVELOPED. (ACRES)																											
LOW DENSITY	RL (1.0)	0	0	0	0	0	144.9	0	0	0	0	216	0	0	45.95	0	0	0	0	0	0	0	0	0	0	0	406.94
LOW-MEDIUM DENSITY	RLM (3.2)	1460.	512.4	52.63	86	0	952.0	395.4	0	0	0	159.5	153	0	206.1	0	0	0	0	778	414.5	0	0	0	30	0	5200.5
MEDIUM DENSITY	RM (6.0)	184.2	104.2	0	342	0	436.7	44.5	0	2.45	0	0	10.2	0	3.3	88.41	0	0	0	0	0	0	30.8	0	0	0	1246.7
MEDIUM HIGH DENSITY	RMH(11.5	325	0	0	0	0	365.4	0	0	31.17	0	0	0	0	0	0	0	0	0	0	0	0	43.45	0	0	0	765.02
HIGH DENSITY	RH (19.0)	169.7	0	0	0	0	52.6	0	0	0	0	0	0	0	0	2.21	0	0	0	0	0	0	0	0	0	0	224.51
TOTAL		2139.	616.6	52.63	428	0	1951.	439.9	0	33.62	0	375.5	163.2	0	255.4	90.62	0	0	0	778	414.5	0	74.25	0	30	0	7843.8
							RH/O = RH									RH = RH/C/O											
EXISTING VACANT/UNDEVELOPED RES. (ACRES)																											
LOW DENSITY	RL (1.0)	0	0	0	0	0	71.71	165.7	21.9	0	0	627.3	0	0	63.45	263.5	0	120.8	0	0	18	0	0	0	38.7	0	1391.1
LOW-MEDIUM DENSITY	RLM (3.2)	0	13.46	5.57	0	0	51.41	67.2	0	0	471.1	537.6	227.8	0	166.6	874.2	0	92.8	191.6	337.8	0	127.8	0	0	110.7	156.1	3431.9
MEDIUM DENSITY	RM (6.0)	0	31.07	0	0	0	16.19	20.1	201.5	93.85	101.7	45	120.7	0	10.9	0	0	41.5	224.7	0	285.5	116.4	36	0	2.5	0	1347.6
MEDIUM HIGH DENSITY	RMH(11.5	0	0	0	0	0	59.44	50.7	20.8	67.73	0	34	0	0	0	0	0	0	26.4	0	0	0	35.25	96.1		0	390.42
HIGH DENSITY	RH (19.0)	0	0	0	0	0	15	0	0	0	0	0	0	0	0	44.91	0	0	0	0	0	0	0	0		0	59.91
TOTAL		0	44.53	5.57	0	0	213.7	303.7	244.2	161.5	572.8	1243.	348.5	0	241	1182.	0	255.1	442.7	337.8	303.5	244.2	71.25	96.1	151.9	156.1	6621.0
TOTAL GROSS ACREAGE		3470.	809.6	789.8	500.7	2360.	2671.	818.9	731.3	480.4	765.9	2117.	669.4	678.4	801.5	1550.	414.1	592.9	833.4	1394.	787	268.2	425.4	282.9	201.5	288.1	24705.
COMMERCIAL AC.		307	34.5	137.4	5.1	96.5	128.2	0	0	19.4	0	48.7	0	43.36	0	18.8	0	0	79.1	0	0	3.2	111.8	186.5	0	74.2	1293.7
INDUSTRIAL AC.		0	0	75.2	0	1719.	0	0	0	0	0	0	0	0	0	13.71	293.8	0	108.9	0	0	0	6	0	0	0	2217.5
OTHER TOTAL AC.		1023.	113.9	519	67.6	544.2	424.4	75.3	487	265.8	193.1	449.7	157.7	635.0	305.1	244.8	120.3	337.8	202.8	278.7	69	20.8	168.1	0.3	19.8	57.8	6781.9
100% CONSTRAINED AC.		719.8	144.7	188.5	41.7	359	647.7	70.2	526.8	210.7	247.3	334.7	58.9	144.1	138.2	217.4	75	85.9	114.2	284.4	127	46.9	227.5	102.3	23.7	112.9	5249.5
1/2 OF 25-40% SLOPE		18.3	8.2	0	1.25	0.85	62.5	13.6	31.4	1.25	68.9	117.8	11.7	14.06	35.65	53.05	37.45	38.05	44.75	0	25.8	8.95	4.9	9.35	13.35	5.35	626.51
TOTAL CONSTRAINED ACREAGE		738.1	152.9	188.5	42.95	359.8	710.2	83.8	558.2	211.9	316.2	452.5	70.6	158.1	173.8	270.4	112.4	123.9	158.9	284.4	152.8	55.85	232.4	111.6	37.05	118.2	5876.0
TOTAL NET ACREAGE		2732.	656.7	601.3	457.7	2000.	1961.	735.1	173.1	268.5	4	1665.	598.8	520.2	627.3	1280.	301.6	468.9	674.5	1110.	634.2	212.4	193	171.3	164.4	169.9	18383.

SOURCE: City of Carlsbad Growth Management Division. Local Facilities Management Plans. FEB, 6 1991.

SECTION FOUR - GOALS, OBJECTIVES, POLICIES, PROGRAMS

A. FISCAL CAVEAT

The following section of the Housing Element sets out the City's long-term housing goals and identifies a menu of shorter-term objectives, policy positions, and action programs which can be utilized to achieve these long-term goals.

Taken together these four components (goals, objectives, policies, and programs) comprise a very ambitious, broad-based program for the provision of shelter throughout the City. Via this element the City demonstrates its understanding of the magnitude of the housing problem, as well as its understanding of the need for a substantial commitment of City resources to providing the necessary solutions to the problem.

Having demonstrated this understanding and having affirmed its commitment towards meeting the City's housing needs, it is nevertheless incumbent on the City to acknowledge that the housing program is but one of a large number of programs competing for the finite fiscal resources of the City. Because not all of the following proposals are precisely defined (requiring further study), some depend upon the development of new funding sources which currently do not exist (trust fund, in-lieu fees, etc.), and many will be implemented over a number of years (years for which budget projections are not available as this element is being drafted), it is not possible to subject this program to strict budgetary scrutiny. In addition, there may be legal requirements affecting future encumbrances of funds, as well as demands in other areas requiring the City to make difficult decisions on budgetary priorities. Simply stated, while the City, in adopting this element, embraces the housing program contained in the following section, it may or may not be possible to do everything proposed within the program, within the timeframe envisioned by the program.

Nothing in this observation should be construed to mean that the City has any diminished commitment or diminished obligation to responding to Carlsbad's housing needs.

B. GOALS, OBJECTIVES, POLICIES, PROGRAMS

The Goals, Objectives, Policies and Programs Section of this Element contains the actions the City of Carlsbad will take to promote housing and shelter opportunities for all segments of the community.

This section contains overall *Goal* statements, *Objectives* to meet those Goals, *Policies* on positions the City may take to meet those Goals, and *Programs* which are action statements.

There are six **Goals** stated in this Element. The Goals are articulated as a general "end condition statement", which state a desired achievement. The Goals do not contain an action verb as they reflect a final statement of what the City will hope to achieve. How the goal will be achieved is established via the subordinate objectives, policies and -importantly - action programs.

Under each Goal there are several **Objectives**. Objectives are more specific achievements the city will strive for to obtain the more broad based Goal. Each Objective should address a particular outstanding housing need that is identified in the previous sections of the Element. Many objectives establish numerical targets to be achieved in action programs.

Each Objective will contain one or more **Programs** that will describe an action necessary to achieve an Objective. The Programs are briefly described and are to be implemented over the five year period of the Element. Many of the programs are studies that will take a comprehensive look at a certain aspects of housing and may follow through with a more specific program should the study indicate a plan of action should be required. Due to complexities of certain subjects it is important to take a close look at the impacts and implications that these programs may bring about.

Under many Objectives, but not all, there are **Policies**. Policies are statements on position the City takes to implement an objective. Policies contained in the

Housing Element are important statements as they reflect the City's official position on a matter. Future development must be consistent with these policies.

Following each program are line items:

FUNDING: indicates the source of funds to be used for each program. Where a funding source indicates General Fund it is to mean that the program uses existing staff or resources and is funded by the General Fund. Some Funding source indicate the use of State, or Federal funds. Where these funds might become unavailable, implementation of these programs may not be possible.

LEAD AGENCY: indicates the agency, department or authority responsible for the program. When more than one agency is listed it is a joint or cooperative effort. The Housing Authority means the City Council authority over any housing program, the administration and actual staffing to be carried out by the Housing and Redevelopment Department.

TARGET YEAR: indicates the time span for most of the programs, usually from 1991 until 1996. Where only one date is indicated it means the fiscal year the program is scheduled to be implemented or the study will take place.

C. GOAL 1 (PRESERVATION)

Carlsbad's existing housing stock preserved and rehabilitated with special attention to housing affordable to lower-income households

OBJECTIVE 1.1 (CONDOMINIUM CONVERSION)

Create a program to monitor conversions to condominium of those rental apartments which house primarily low and moderate income households and limit those conversions that reduce the supply of affordable housing for those income ranges.

POLICY 1.1

Conversions to condominiums of existing rental units which contain households of low and moderate income may not be approved unless findings can be made that; the units will remain affordable, and the City has met its need for affordable housing stock for lower and moderate income groups.

PROGRAM 1.1

Develop a program to restrict condominium conversion when such conversions would reduce the number of low or moderate income housing units available throughout the city. This program may require apartment owner who are undertaking the conversion to pay a fee to the City. These funds would be used to mitigate the impacts of the loss of these rental units from the City's housing stock to low and moderate income households.

FUNDING: Condominium Conversion Fee
LEAD AGENCY: Planning Dept.
TARGET YEAR: 1992

OBJECTIVE 1.2 (MOBILE HOME PARKS)

Reduce or eliminate net loss of existing mobile home rental opportunities available to lower and moderate income households.

PROGRAM 1.2

The City will continue to implement the City's existing Residential Mobile Home Park zoning ordinance (Municipal Code 21.17) which sets conditions on changes of use or conversions of Mobile Home Parks.

FUNDING: CDBG & Redevelopment Set-aside Funds
LEAD AGENCY: Planning Dept., Housing and Redevelopment Dept.
TARGET YEAR: 1992

OBJECTIVE 1.3 (MOBILE HOME PARKS)

Retain and preserve the affordability of mobile home parks.

PROGRAM 1.3

The City will assist lower income tenants to research the financial feasibility of purchasing their mobile home park so as to retain rents and leases affordable to its tenants.

FUNDING: CDBG funds, State Grants and Loans, Private loans.
LEAD AGENCY: Housing and Redevelopment Dept.
TARGET YEAR: 1992

OBJECTIVE 1.4 (RENTAL STOCK MONITORING)

Maintain a data base of information on vacancy rates, rental rates and physical condition of the city's existing rental housing stock, and utilize this database to evaluate programs affecting rental stock.

PROGRAM 1.4

The City shall develop and implement a program in which it will periodically collect information on the factors affecting supply and demand of existing rental stock within the city. This information will be used in analysis of rental housing to be contained in the annual Housing Element Report.

FUNDING: Existing City staff (General)
LEAD AGENCY: Planning Department, Housing and Redevelopment Dept.
TARGET YEAR: 1991

OBJECTIVE 1.5 (REHABILITATION)

Identify and rehabilitate substandard and deteriorating housing.

PROGRAM 1.5

The Building Department will develop and implement a program to monitor and report to the Housing and Redevelopment Dept., information on housing stock that is substandard and or deteriorating. Identified structures will be reported to the Housing and Redevelopment Dept. for assistance under the City's rehabilitation and assistance programs.

FUNDING: CDBG funds, State and Federal Rehab. Loans, Private rehabilitation loans.
LEAD AGENCY: Building Dept., Housing and Redevelopment Agency.
TARGET YEARS: 1991-1996

OBJECTIVE 1.6 (REHABILITATION SUBSIDIES-RENTAL STOCK)

Provide loan subsidies, loan rebates and other assistance to owners of lower income units in need of repair and rehabilitation. ***Target:*** **approximately 10 units per year**

PROGRAM 1.6

The City through the Housing and Redevelopment Department and in conjunction with the Building Department will provide loans, rebates and other support to preserve the existing stock of low and moderate income rental housing. Priority will be given to housing identified by the Building Department as being substandard or deteriorating in which houses families of lower income and in some cases moderate income. This program depends partially on outside funding from State, and Federal sources.

FUNDING: State grants and loans. Private lending institutions, Redevelopment set-aside funds, CDBG funds.
LEAD AGENCY: Housing and Redevelopment Dept., Building Dept.
TARGET YEARS: 1991-1995

OBJECTIVE 1.7 (ACQUISITION AND REHABILITATION)

Acquire deteriorating and substandard rental housing from private owners, utilizing various local, state, and federal funding sources. ***Target:*** **Approximately 50 units through 1996.**

POLICY 1.7

Of the rental units acquired by the city for rehabilitation purposes by the City's Housing Authority, approximately 20% will be set aside for households in the very low-income range.

PROGRAM 1.7

The City through the Housing and Redevelopment Dept. will implement a program to acquire, using local Redevelopment set-aside funds, CDBG, State, Federal and private sector loans, rental housing that is substandard, deteriorating or in danger of being demolished. Twenty percent of the units, once rehabilitated, will be set aside for very-low income households.

FUNDING: Redevelopment set-aside, CDBG funds, State and Federal loan programs, private sector loan programs.
LEAD AGENCY: Housing and Redevelopment Dept.
TARGET YEARS: 1991-1996

OBJECTIVE 1.8 (REHABILITATION INCENTIVES)

Provide incentives for the rehabilitation and preservation of deteriorating rental units which house lower income residents.

PROGRAM 1.8

The City will provide financial and processing incentives for the owners of lower income rental stock in need of rehabilitation and preservation. These incentives will include, but not limited to: the waiving or reduction of planning and building fees, priority processing and financial incentives such as low-interest rehabilitation and property acquisition loans.

FUNDING: Redevelopment set-aside. CDBG Funds.
LEAD AGENCY: Housing and Redevelopment Dept.
TARGET YEARS: 1991-1996

OBJECTIVE 1.9 (REHABILITATION-HOMEOWNERS)

Provide rehabilitation assistance, loan subsidies and loan rebates for lower-income households, persons of special needs, and senior homeowners to preserve and rehabilitate deteriorating homes. ***Target:*** **Approximately 5 units per year.**

POLICY 1.9

The Housing Authority provision of rehabilitation assistance and assistance to homeowners will be targeted to low-income, special needs and senior households in that priority.

PROGRAM 1.9

The City will implement a homeowner rehabilitation program targeted to lower-income, special needs (handicapped, low income large-family, etc.,) and senior households that will consist of financial and processing incentives such as low interest and deferred repayment loans, loan rebates, and priority processing.

FUNDING: Redevelopment set-aside, CDBG, State, Federal and private sector loans and grants.
LEAD AGENCY: Housing and Redevelopment Dept.
TARGET YEARS: 1991-1996

OBJECTIVE 1.10 (NEIGHBORHOOD IMPROVEMENT)

Assist in the creation of a Neighborhood Improvement Program to provide local resident input and participation into neighborhood preservation and improvement programs.

PROGRAM 1.10

Assist residents, especially in older neighborhood, in the creation of a Neighborhood Improvement Program under which the city staff would: 1) promote an organization directed at fostering neighborhood pride and improvement, and 2) provide information on city and other funding resources. Activities might include housing rehabilitation and repair, infrastructure maintenance and repair, weed abatement, abatement of code violations, neighborhood pride and awareness activities, charitable activities and information outreach, among others.

FUNDING: CDBG funds, Redevelopment Set aside funds.
LEAD AGENCY: Housing and Redevelopment Dept.
TARGET YEARS: 1992-1996

D. GOAL 2 (QUANTITY AND DIVERSITY OF HOUSING STOCK)

New housing developed with a diversity of types, prices, tenures, densities and locations and in sufficient quantity to meet the demand of anticipated City and regional growth.

OBJECTIVE 2.1 (REGIONAL HOUSING NEED)

Allow development of sufficient new housing to meet Carlsbad's share of the total regional housing need, as identified in **SANDAG's** *Regional Housing Needs Statement, 1991-1996. Target:* **Approximately 6273 units.**

PROGRAM 2.1

With the exception of some lower-income and special needs housing which may be assisted by the City, new housing development will be achieved through private sector efforts. New development will be achieved through the auspices of State Planning Law and the City's General Plan and Municipal Code. There is no special program for this overall goal. It is recognized that achievement of this goal will be heavily influenced by private sector marketing strategies; local, state and national economic trends; availability of regional infrastructure and services; and other factors beyond the control of Carlsbad.

OBJECTIVE 2.2 (DEVELOPMENT STANDARDS)

Ensure that development and housing construction achieved through the use of modified codes and standards, that will reduce the cost of housing, will retain quality design and architecture.

PROGRAM 2.2

The Planning Department, in its review of development for all income categories, may recommend waiving or modifying certain development standards or recommending that certain Municipal Code changes be implemented to encourage the development of low and moderate income housing. These recommendations will be reviewed with a goal to reduce costs associated with overly strict or outdated standards. These cost savings need to be *guaranteed* to be passed on to the future cost of the unit. Although standards may be modified they will also retain aesthetic and design criteria acceptable to the City.

FUNDING: CDBG Funds, Redevelopment Set-aside funds, General funds for administrative purposes only.
LEAD AGENCY: Planning Dept., Engineering Dept., Building Dept.
TARGET YEARS: 1991-1996

OBJECTIVE 2.3 (DEVELOPABLE ACREAGE MONITORING)

Ensure sufficient developable acreage in all residential densities to provide varied housing types for households in all economic ranges.

PROGRAM 2.3

The City will monitor the absorption of residential acreage in all densities and, if needed, recommend and encourage the creation of additional residential acreage at densities sufficient to meet the City's housing need for current and future residents. Any such actions shall be undertaken only where consistent with the Growth Management Plan.

FUNDING: Existing City Staff (General)
LEAD AGENCY: Planning Dept.
TARGET YEARS: 1991-1996

OBJECTIVE 2.4 (ADAPTIVE REUSE)

Provide alternative housing environments by encouraging adaptive reuse of older commercial or industrial buildings.

PROGRAM 2.4

The City should encourage adaptive reuse of aging industrial, commercial and some residential buildings by developing an ordinance that would create affordable living spaces for combined living/working spaces. The principle targeted area for this type of housing would be in the downtown redevelopment area.

FUNDING: Redevelopment Set aside, CDBG funds.
LEAD AGENCY: Planning Dept., Housing and Redevelopment Dept.
TARGET YEAR: 1992

OBJECTIVE 2.5 (MIXED USE)

Encourage increased integration of housing with non-residential development.

PROGRAM 2.5

Review existing zoning and land use policies to remove impediments to mixed use development. Major commercial centers should incorporate, where appropriate, mixed commercial/residential uses. Major industrial/office centers, where not precluded by environmental and safety considerations, should incorporate mixed industrial/office/residential uses.

FUNDING: Existing City staff (General)
LEAD AGENCY: Planning Dept.
TARGET YEAR: 1993

OBJECTIVE 2.6 (COASTAL DEVELOPMENT MONITORING)

Identify, monitor, and report the number of affordable housing units constructed, converted, or demolished in the coastal zone.

POLICY 2.6

Pursuant to Government Code Section 65588 and 65590 from January 1, 1992, the City shall monitor, record, and report data on housing units constructed, converted, and demolished in the Coastal Zone together with information regarding whether these units are affordable to lower-income households.

PROGRAM 2.6

As a function of the building process, the City will monitor and record Coastal Zone housing data including, but not limited to, the following:

1) The number of new housing units approved for construction within the coastal zone after January 1, 1982.
2) The number of housing units for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, required to be provided in new housing developments within the coastal zone or within three miles of the coastal zone.

3) The number of existing residential dwelling units occupied by persons and families or low or moderate income that have been authorized to be demolished or converted since January 1, 1982 in the coastal zone pursuant to Section 65590 of the Government Code.
4) The number of residential dwelling units occupied by persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, that have been required for replacement or authorized to be converted or demolished as identified in paragraph 3). The location of the replacement units, either onsite, elsewhere within the locality's jurisdiction within the coastal zone, or within three miles of the coastal zone within the locality's jurisdiction, shall be designated in the review.

These data will be reported in the City's annual housing report.

FUNDING: General funds - (Administrative only)
LEAD AGENCY: Building Department
TARGET YEARS: 1/92 - Begin capturing data 1992-1996 - Ongoing.

E. GOAL 3 (GROUPS WITH SPECIAL NEEDS, INCLUDING LOW AND MODERATE INCOME HOUSEHOLDS)

Sufficient new, affordable housing opportunities in all quadrants of the City to meet the needs of groups, with special requirements, and, in particular the needs of current lower and moderate income households and a fair share proportion of future lower and moderate income households.

OBJECTIVE 3.1 (FARM WORKER)

Provide adequate shelter for both the permanent and migrant farm worker.

PROGRAM 3.1

The City shall work with and assist local community groups, social welfare agencies, farmland owners, and other interested parties to provide shelter for the identified permanent and migrant farm workers during the five-year housing element period. These efforts will be in coordination with other regional and local programs.

FUNDING: State and Federal grants and loans. CDBG funds
LEAD AGENCY: Community Development Department.
TARGET YEARS: By first Quarter of 1992 - Meet with local farmers and advocates to refine the needs assessment of permanent and migrant farm workers, and aggressively pursue grant and siting possibilities. Continue efforts through 1996.

OBJECTIVE 3.2 (LARGE FAMILY)

Assure the development of an adequate number of housing units suitably sized to meet the needs of lower-income larger households

POLICY 3.2

In those developments which are required to include 10 or more units affordable to lower-income households, at least 10 percent of the lower income units should have 3 or more bedrooms. This policy does not pertain to lower-income senior housing projects.

PROGRAM 3.2

Those housing projects entering into an agreement with the City to provide lower income housing shall be required to implement Policy 3.2

FUNDING: General Fund (administration only)
LEAD AGENCY: Planning Dept.
TARGET YEARS: 1991-1996

OBJECTIVE 3.3 (HOMELESS)

Provide transitional shelters and assistance for the homeless.

PROGRAM 3.3.a

Carlsbad will continue to facilitate the acquisition, for lease or sale, of suitable sites for transitional shelters for the homeless population. The City will also continue to assist local non-profits and charitable organizations in securing state funding for the acquisition, construction and management of these shelters.

FUNDING: Redevelopment Set aside funds, CDBG funds
LEAD AGENCY: Community Development Agency
TARGET YEARS: 1991-1996

PROGRAM 3.3.b

Continue to provide Federal Community Development Block Grant (CDBG) funds to community, social welfare, not-for-profit and religious groups which provide services within the North County area.

FUNDING: CDBG funds
LEAD AGENCY: Housing And Redevelopment Dept.
TARGET YEARS: 1991-1996

PROGRAM 3.3.c

Encourage and assist a subrecipient (non-profit organization) of CDBG funds to develop a program which will offer a City Referral Service to refer, on a 24-hour basis, transient homeless individuals and families to local agencies providing services to the homeless.

FUNDING: CDBG Funds
LEAD AGENCY: Housing and Redevelopment Dept.
TARGET YEARS: 1991-1996

OBJECTIVE 3.4 (SENIOR/ELDERLY)

Provide additional senior housing. ***Target:*** **Approximately 200 units**

PROGRAM 3.4.a

Amend the City's current Senior Citizen's housing regulations to conform to the provisions of Government Code section **65913.4** and **65915** (density bonus). Establish standards for location, parking, safety, recreation facilities, medical care, and other aspects of senior orientated housing. Consider requiring all senior citizen projects to be approved under Conditional Use Permit. Establish appropriate monitoring and reporting procedures to assure compliance with approved project conditions.

FUNDING: Existing Staff (General fund)
LEAD AGENCY: Planning Department.
TARGET YEAR: 1991

PROGRAM 3.4.b

Under the Constitution of the State of California, Article 34, housing projects that have more than 50 percent of the total units set aside for low-income households, and are developed by, or utilize funding from, Federal, State or local sources are subject to a vote by the citizens. In 1980, Carlsbad voters approved an Article 34 referendum to allow 200 units of Senior low-income housing. This authority has not been exercised. The City will study the feasibility of creating a low-income senior housing project at an appropriate site(s) within Carlsbad.

FUNDING: Redevelopment set-aside funds, Private financing, state public financing.
LEAD AGENCY: Housing and Redevelopment Dept., Planning Dept.
TARGET YEARS: 1991-1996

OBJECTIVE 3.5 (LOWER INCOME)

Provide a range of new housing opportunities for lower-income households, in all areas of the city.

Target: **Approximately 1400 (1,125 minimum) additional assisted households.**

Through the implementation of various programs, the City will ensure the creation of the minimum fair share goal of **1125** lower income housing opportunities. These programs and their associated numerical goals are indicated below.

FUNDING: General fund and various other funding sources.
LEAD AGENCY: Planning Department, Housing and Redevelopment Dept.
TARGET YEARS: 1991-1996

OBJECTIVE 3.6 (INCLUSIONARY)

Ensure that all master planned and specific planned communities and all qualified subdivisions provide a range of housing for all economic income ranges.

POLICY 3.6.a

A minimum of fifteen percent of all units approved for any master plan community or residential specific plan shall be affordable to lower income-households.

PROGRAM 3.6.a

The City shall prepare and adopt an Inclusionary Housing Program which shall require that 15% of all base residential units within any Master Plan/Specific Plan community or other qualified subdivision shall be restricted and affordable to lower income households. This program shall require an agreement between all residential developers subject to this inclusionary requirement and the City which stipulates: the number of required lower income inclusionary units, the designated sites for the location of the units, a phasing schedule for production of the units, and the tenure of affordability for the units.

FUNDING: Existing staff (General Fund).
LEAD AGENCY: Planning Department.
TARGET YEAR: Summer of 1992

POLICY 3.6.b

A minimum of fifteen percent of all approved units in any residential specific plan or qualified subdivision (to be defined) shall be set aside and be made affordable to lower income households. Where it can be demonstrated to the City's satisfaction that it is economically infeasible to build the required units, an in-lieu contribution consisting of funds, land, or other contributions may be made to the City. The City shall assume a fiduciary responsibility for these contributions and assure their ultimate and exclusive use, in providing shelter for lower income households. The in-lieu contribution shall be in an amount to be determined from a study which shall evaluate the cost differential in developing and constructing market-rate vs. lower-income affordable housing.

PROGRAM 3.6.b

Develop a program to implement Policy 3.6.b within all residential specific plan and qualified subdivisions. This program will require an agreement between the developer and the City that stipulates these units will remain affordable for a specific length of time, and that the units may be offered for rent, or with the approval of the city, for sale. The program will also identify incentives the city may offer. An in-lieu fee, to be determined, may act to meet the requirement to construct the low-income housing for developments less than 5 units. *Target*: **Approximately 200 units**

FUNDING: Private developer funding
LEAD AGENCY: Planning Dept.
TARGET YEARS: 1991-1996

PROGRAM 3.6.c (IN-LIEU FEE)

The City will conduct a study pursuant to Policy 3.6.b to evaluate, as an alternative to inclusionary requirements as stipulated in Policy 3.6.b of the feasibility for an in-lieu contribution for the inclusionary requirement. The fee may be assessed against the market rate units for the development and will be based on the difference in cost to produce a market rate rental unit versus a lower-income affordable unit. A detailed plan for the priority use of

these in-lieu fees shall be included in the In-Lieu Fee Study.

FUNDING: General Fund (Administration Only)
LEAD AGENCY: Planning Department
TARGET YEARS: Begin study in 1991 - Adopt ordinance by July 1992.

OBJECTIVE 3.7 (LOWER INCOME DEVELOPMENT AND INCENTIVES)

Provide incentives, housing type alternatives, and city initiated developments and programs for the assistance of lower-income household.

PROGRAM 3.7.a (DENSITY BONUS)

Develop an ordinance that implements Government Code section **65913.4** and **65915**. (Density Bonus) These sections require the City to grant a minimum of a 25 percent bonus over the otherwise allowed density, **AND** one or more additional economic incentives or concessions that may include but are not limited to: fee waivers, reduction or waiver of development standards, in-kind infrastructure improvements, an additional density bonus above the minimum 25 percent, mixed use development, or other financial contributions in return for the developer guaranteeing that the project will reserve a minimum of 50 percent of the units for Senior or other special need households, or 20 percent of the units for low income households or 10 percent of the units for very-low income households. These units must remain affordable for a period of 30 years. Under the City's program each project should enter into an agreement with the City and this agreement will be monitored by the Housing and Redevelopment Dept. for compliance.

FUNDING: General Fund (administration only). Redevelopment Set-aside funds.
LEAD AGENCY: Planning Dept., Housing and Redevelopment Dept.
TARGET YEARS: Draft Ordinance 1991 Ordinance adopted by the first quarter of 1992.

PROGRAM 3.7.b (ALTERNATIVE HOUSING)

Consider development standards for alternative housing types, such as hotels, managed living units, homeless shelters, and farm worker housing alternatives which would assist in meeting the City's share of housing for low and very low income households. Authorize alternative housing projects through a Conditional Use Permit or Special Use Permit. The City will also examine the existing Second Dwelling Unit Section of its Municipal Code (Section 21.42.010(11)(A)) to explore means of better encouraging and facilitating the development of affordable second units.

POLICY 3.7.b

Approvals and development of alternative housing types such as managed living units, transitional shelters, and migrant farm worker housing are contingent upon meeting the City's required lower income and special housing needs. Alternative housing types and their approvals may be denied should the finding be made that the project is not needed to meet the special or low-income housing needs of the community.

PROGRAM 3.7.c (CITY INITIATED DEVELOPMENT)

The City of Carlsbad, through the offices of the Housing Authority and through the Housing and Redevelopment Department, will institute a New Housing Production Program that will create new units of housing affordable to households of low and very low income. The Housing and Redevelopment Dept. will work with private for-profit and especially not-for-profit developers. The program will use local funds from CDBG, redevelopment set-aside funds and other city originated funds and leverage them against State, Federal and private low interest funds to create these housing opportunities. ***Target:*** **Approximately 200 new units of these new units 100 will be affordable to very-low income households.**

FUNDING: Private Funding, State and Local funding.

LEAD AGENCY: Planning Dept., Housing and Redevelopment Dept.
TARGET YEAR: 1991

POLICY 3.7.c

Of the total units developed under the Housing Authority New Construction Programs, 100 units will be affordable to households of very-low income.

FUNDING: Local, CDBG, Redevelopment set-aside funds, State and Federal loan and grant funds. Private funding from various sources.
LEAD AGENCY: Housing and Redevelopment Dept..
TARGET YEARS: Approximately 200 new units. Of these new units, 100 units will be affordable to very low income households.

PROGRAM 3.7.d (SECTION 8)

Continue the City's Section 8 program to provide additional assisted housing opportunities in the Housing Element Period 1991-1996. ***Target:*** **Approximately 100 additional households.**

FUNDING: Federal Section 8 funding.
LEAD AGENCY: Housing and Redevelopment Dept.
TARGET YEARS: 1991-1996

POLICY 3.7.e

Public Facilities Fees (PFF) may be waived for lower income housing projects pursuant to City Council Policy 17.5.e., which states in part: *The City Council may grant an exception for a low cost housing project where the City Council finds such a project consistent with the Housing Element of the General Plan and that such an exception is necessary. In approving an exception for low cost housing the City Council may attach conditions, including limitation on rent or income levels of tenants. If the City Council finds a project is not being operated as a low cost housing project in accordance with all applicable conditions, the fee, which would otherwise be imposed by this chapter, shall immediately become due and payable.*

PROGRAM 3.7.e (FEE WAIVER)

Implement City Council Policy number 17 under which public facility fee would be waived for lower income housing projects. Developments for which Public Facility Fees are waived may be subject to an analysis of the fiscal impacts of the project to the City.

FUNDING: Redevelopment Set-aside funds.
LEAD AGENCY: Planning Dept, Housing and Redevelopment Dept. Finance Dept
TARGET YEARS: 1991-1996

PROGRAM 3.7.f (PRIORITY PROCESSING)

Implement priority processing for lower-income development projects. The priority processing would include an accelerated plan-check process. The priority processing would be limited to projects which would not need extensive engineering or environmental review.

FUNDING: General Fund(administration only) CDBG funds
LEAD AGENCY: Community Development Dept.
TARGET YEAR: 1991

PROGRAM 3.7.g (IN-KIND IMPROVEMENTS)

The City will implement a program to contribute to selected lower-income housing development, in-kind infrastructure improvements that may include but not limited to: street improvements, sewer improvements, other infrastructure improvements as needed.

FUNDING: CDBG funds, Redevelopment tax increment and set-aside funds, General fund.
LEAD AGENCY: Community Development Department
TARGET YEAR: 1992

POLICY 3.7.h.

In order to enable the development of affordable housing, the City will accommodate General Plan Amendments to increase residential densities on all PC and LC zoned properties and all other residentially designated properties. Any proposed General Plan Amendment request to increase site densities for purposes of providing affordable housing, will be evaluated relative to the proposal's compatibility with adjacent land uses and proximity to employment opportunities, urban services or major roads. These General Plan Land Use designation changes will enable up to 23 dwelling units per acre, and, in conjunction with a twenty-five percent density bonus, up to 29 dwelling units per acre.

PROGRAM 3.7.i

In order to enable the development of affordable housing, the City shall adopt a mechanism to allow discretionary consideration of density increases above the maximum now permitted by the General Plan. This mechanism will include either; a Conditional Use Permit (CUP), Site Development Plan (SDP) or Affordable Housing Overlay Zone.

FUNDING: General Fund (administration only)
LEAD AGENCY: Planning Department
TARGET YEAR: 1992

PROGRAM 3.7.j

The City shall implement, through new ordinances, Housing Programs 2.2 (Development Standards), 3.6.a (Inclusionary), 3.7.a (Density Bonus) and 3.7.b (Alternative Housing) by the end of 1992.

FUNDING: Existing staff (General Fund)
LEAD AGENCY: Planning Department
TARGET YEAR: End of 1992.

OBJECTIVE 3.8 (GROWTH MANAGEMENT)

Ensure that incentive programs, such as density bonus programs and new development programs are compatible and consistent with the City's Growth Management Ordinance.

POLICY 3.8.

Pursuant to Council Policy number 43 (which is hereby modified as indicated):

Residential development that does not yield the maximum allowable number of units under the growth management control point are considered to have "excess units". These excess units are allocated to be developed under the following priority.

1. Housing development for low and very low households as defined by Cal. Government Code Section **65915.**
2. Senior Citizen housing as defined by Carlsbad Municipal Code Section **21.18.045**
3. In-fill Single Family Subdivisions, zoned R-1, that meet all development standards and where lot sizes are equal to or greater than adjacent subdivided R-1 properties.
4. Projects within the existing general plan density range that provide, without other compensation, for some significant public facility not required as part of the development process.
5. Projects proposing a zone change from non-residential to residential based on the following findings;

   a.) The property was zoned for other than residential use on July 1, 1986.

   b.) The property is compatible for residential use without significant mitigation.

   c.) The density of the project does not exceed the Growth Management Control Point of any adjacent **developed** residential property.

PROGRAM 3.8

Formalize the concept of an Excess Dwelling Unit Bank. The "bank" should be an accounting system to keep track of "excess units" anticipated under the city's Growth Management Plan, but not utilized by

developers in approved projects. Surplus units would be available for inclusion in other projects using such tools as density transfers, density bonuses and changes to the General Plan land use designations.

FUNDING: Existing Staff(General)
LEAD AGENCY: Planning Dept., Growth Management Division.
TARGET YEAR: 1991

OBJECTIVE 3.9 (SPECIAL HOUSING NEEDS PRIORITIES)

Ensure that new development constructed by the private sector, and public funds allocated for lower-income and special needs groups, will meet the City's lower-income housing needs.

POLICY 3.9

New development and housing that is set aside for low and very low income households will address the unmet housing needs of the community by priorities set by the Housing Authority through the Planning Department and the Housing and Redevelopment Agency.

PROGRAM 3.9

The City will annually set priorities for its future lower-income and special housing needs. The priorities will be set by the Housing and Redevelopment Dept. with assistance from the Planning Department and **approved** by the City Council. Priority given to the housing needs for lower-income subgroups (i.e., handicapped, seniors, large-family, very-low income) will be utilized for preference in the guidance of new housing constructed by the private sector and for the use of fund used or allocated by the City for construction or assistance to low income projects. Setting priorities is necessary to focus the limited amounts of available financial resources on housing projects that will address the City's most important housing needs. Priorities will be set annually as needs fluctuate according to how well they are accommodated over time.

FUNDING: Redevelopment set-aside funds.
LEAD AGENCY: Housing and Redevelopment Dept.
TARGET YEARS: 1991-1996

OBJECTIVE 3.10 (MODERATE INCOME)

Provide a range of new housing opportunities affordable to moderate-income households in all areas of the City. *Target:* **Approximately 1300 units**

PROGRAMS 3.10.a (MORTGAGE REVENUE BOND)

The City will encourage the development, subject to market conditions and feasibility, of a minimum of **200** new units affordable to first-time home buyers of moderate income through a City-funded mortgage revenue bond program. The program will be limited to first-time home buyers who rent or work in Carlsbad.

FUNDING: Mortgage Revenue Bonds
LEAD AGENCY: Housing and Redevelopment Dept., Finance Dept.
TARGET YEARS: 1992-1996

PROGRAM 3.10.b (LENDING PROGRAMS)

The City's Housing Authority and Housing and Redevelopment Dept. will work with local lenders and the local development community to secure funding and develop additional lending programs through local private and State and Federal housing programs for moderate income, and especially first-time home buyers.

FUNDING: Private Lenders, State and Federal agencies.
LEAD AGENCY: Housing and Redevelopment Dept.
TARGET YEARS: 1991-1999

POLICY 3.10.c

A minimum of 5 percent of all units approved for any master and specific planned community will be affordable to moderate income first-time home buyers.

PROGRAM 3.10.c (MODERATE INCLUSIONARY)

To assure the provision of a full range of housing opportunities for all income groups in master and specific planned communities, the City will develop an inclusionary program to implement Policy 3.10.c ***Target:*** **Approximately 200 units.**

FUNDING: Private Lenders, Mortgage Revenue Bonds, State and Federal Funds.
LEAD AGENCY: Planning Dept.,Housing and Redevelopment Dept.
TARGET YEARS: 1991-1996

OBJECTIVE 3.11 (SMALLER, MORE AFFORDABLE HOUSING)

Reduce the size of housing, thereby reducing costs and increasing affordability.

POLICY 3.11

Residential subdivisions may be approved with lots smaller than required in the underlying zone, but only when the size of the structures is reduced so as to yield less costly houses. The City will consider alternative measures, including, but not limited to, height limits, lot coverage limits, and maximum floor area ratios as the means to control the size of structures on these smaller lots.

PROGRAM 3.11

The Planning Department shall study the relationship between the size of houses, lot sizes, density, and construction and development costs. Some single family detached and attached houses should be built on smaller lots; and have smaller floor areas than the private sector currently provides, so as to reduce development and construction costs. Smaller homes at lower costs would create housing more affordable to moderate income households. The study will present findings together with recommendations on: minimum sizes for permitted substandard lots, the appropriate floor areas for associated houses; and the applicability of providing density bonuses so as to achieve reduced development costs. Small lot subdivisions will continue to be approved only through Planned Developments (Municipal Code Section 21.45)

FUNDING: General Fund (administration only)
LEAD AGENCY: Planning Dept.
TARGET YEARS: 1991-1996

OBJECTIVE 3.12 (LAND BANKING)

Provide adequate land for low income and moderate housing development throughout the city.

PROGRAM 3.12

The City will implement a land banking program under which it would acquire land suitable for development of housing affordable to lower and moderate income households. The proposed Land Bank will accept contributions of land in-lieu of housing production required under an inclusionary requirement, surplus land from City, County, State or Federal governments, and land otherwise acquired by the City for its housing programs. This land would be used to reduce the land costs of producing lower and moderate income housing developed undertaken by the City or other parties.

FUNDING: CDBG, Redevelopment Set aside funds, General Funds (admin only)
LEAD AGENCY: Planning Dept., Housing and Redevelopment Dept.
TARGET YEAR: 1992

OBJECTIVE 3.13 (COMMUNITY REINVESTMENT ACT)

Monitor the lending practices local lending institutions for compliance under the **Community Reinvestment Act** to evaluate lending activities and goals towards meeting the communities credit needs.

POLICY 3.13

The City will annually evaluate its banking practices with local and regional lending institutions based on CRA lending reports. The City will reevaluate its relationship with lending institutions that are substantially deficient in their CRA ratings.

PROGRAM 3.13

The Housing and Redevelopment Dept., in conjunction with the Finance Department and the City Treasurer will monitor and evaluate local lending institution's compliance with the C.R.A. Lending institutions which are deficient in meeting C.R.A. lending responsibilities in areas such as multi-family construction and lending for affordable housing will be identified. The City will explore means to encourage greater lending activities in Carlsbad.

FUNDING: CDBG fund, Redevelopment Set-aside funds
LEAD AGENCY: Housing and Redevelopment Dept., Finance Dept., City Treasurer
TARGET YEARS: 1991-1996

OBJECTIVE 3.14 (HOUSING TRUST FUND)

The City will create a Housing Trust fund to facilitate the construction and rehabilitation of affordable housing.

PROGRAM 3.14

The City will create a Housing Trust Fund for the fiduciary administration of monies dedicated to the development, preservation and rehabilitation of housing in Carlsbad. The Trust Fund will be the repository of all collected in-lieu fees, CDBG and tax-increment funds targeted for proposed housing as well as other, local, state and federal and other collected funds.

FUNDING: In-lieu fees, tax increment funds, real property transfer tax, and CDBG funds, local, state and federal funds.
LEAD AGENCY: Housing and Redevelopment Dept., Finance Dept.
TARGET YEAR: 1992

OBJECTIVE: 3.15 (HOUSING ELEMENT/ANNUAL REPORT)

Ensure that the Housing Element retains its viability and usefulness through annual amendments, review and monitoring.

PROGRAM 3.15

To retain the Housing Element as a viable policy document, the Planning Dept. will undertake an annual review of the Housing Element and schedule an amendment if required. Staff will also develop a monitoring program and report to the City Council annually on the progress and effectiveness of the housing programs. This monitoring program will be in conjunction with new State of California requirements regarding annual reports.

FUNDING: General Fund
LEAD AGENCY: Planning Dept.
TARGET YEARS: 1991-1996

F. GOAL 4 (HOUSING, JOBS, WORK FORCE BALANCE)

Maintenance of a high quality of life and a strong local economy through a balance of residential and non-residential development, in particular, a balance of the skills desired and wages offered by local employers; the skills and education possessed, and wages earned by the local work force; and the cost of local housing.

OBJECTIVE 4.1 (HOUSING IMPACT FEE)

Achieve a balance between 1) the numbers of local jobs created relative to the availability of housing, and 2) the cost of housing relative the wages that are offered.

PROGRAM 4.1

The City will study the impact of commercial and industrial development on housing demand, and the ability of local employees to afford local housing. Where adverse impacts are identified, mitigation measures will be considered to reduce the impact. These measures may include, but are not limited to, the requirement for commercial and industrial developers and employers to contribute an in-lieu fee towards the production of affordable housing and employer assistance to finance affordable housing for their employees.

FUNDING: CDBG funds., General Fund (administration only)
LEAD AGENCY: Planning Dept.
TARGET YEAR: 1992

G. GOAL 5 (RESOURCE CONSERVATION)

New and redeveloped housing which conserves natural resources, in particular energy and water.

OBJECTIVE 5.1 (ENERGY CONSERVATION)

Promote energy conservation in new housing development.

PROGRAM 5.1

The City will continue to implement energy conservation measures in new housing development through State Building Code, Title 24 regulations, and solar orientation of major subdivisions through Title 20., Chapter 17 of the Municipal Code.

FUNDING: Private funding
LEAD AGENCY: Community Development Dept.
TARGET YEARS: 1991-1996

OBJECTIVE 5.2 (WATER CONSERVATION)

Promote resource conservation including water conservation in new housing development.

PROGRAM 5.2

New housing construction developed under a water emergency may be required to develop strict conservation guidelines, including but not limited to, mandatory installation of low flush and low flow bathroom and kitchen fixtures, xerophytic landscaping or suspension of landscaping requirements until the water emergency is lifted, and requiring the use of reclaimed water in all construction grading projects. Any such actions shall be in accord with policies adopted by the City in response to declared emergencies.

FUNDING: Private funding
LEAD AGENCY: Community Development Dept.
TARGET YEAR: 1991

H. GOAL 6 (OPEN AND FAIR HOUSING OPPORTUNITIES)

All Carlsbad housing opportunities (ownership and rental, fair-market and assisted) offered in conformance with open housing policies and free of discriminatory practices.

OBJECTIVE 6.1 (FAIR HOUSING)

Disseminate and provide information on fair housing laws and practices to the community.

PROGRAM 6.1

The Housing Authority and Housing and Redevelopment Dept will make information on "fair housing law and practices" available to all tenants, property owners and other persons involved in the sale and rental of housing throughout Carlsbad on an ongoing basis.

FUNDING: CDBG funds, Section 8 administration funds.
LEAD AGENCY: Housing and Redevelopment Dept.
TARGET YEARS: 1991-1996

PROGRAM 6.2

The Housing Authority will continue its program of referrals to the appropriate agencies on complaints on fair housing issues. These complaints will be monitored as to the status of the complaint and will direct any action, if required, to the appropriate Local State or Federal agencies for further actions.

FUNDING: Section 8 administration Funds, CDBG funds.
LEAD AGENCY: Housing Authority
TARGET YEARS: 1991-1996

PROGRAM 6.3 (MILITARY, STUDENT REFERRALS)

The City will assure that information on the availability of assisted, or below-market housing is provided to all lower-income and special needs groups. The Housing and Redevelopment Agency will provide information to local military and student housing offices of the availability of low-income housing in Carlsbad.

FUNDING: CDBG Funds, Redevelopment Set aside funds.
LEAD AGENCY: Housing and Redevelopment Agency
TARGET YEARS: 1991-1996

I. PRIORITIES, CITIZEN PARTICIPATION, UPDATE AND REVIEW

1. INTRODUCTION

The preceding policies and action programs are designed to meet a broad range of housing goals and needs identified in the Housing Element. The design of the program is a comprehensive attempt to meet both long-range community and State guidelines. However, in order to implement the program, priorities are set which concentrate resources on the most immediate needs, make best use of the resources available and, in some cases, identify the need for additional time, staff or funds.

2. CITIZEN PARTICIPATION

The ***original*** Housing Element was developed with the guidance and cooperation of a Citizens' Review Committee appointed by the City Council. This Review Committee met in 12 sessions between May and October 1979. A final review meeting was held in January 1980, followed by Planning Commission and City Council hearings and workshops in the Spring and Summer of 1980. The 1991 revision of the Housing Element is a technical update of that document. The 1990 Census, Series 6&7 Regional Growth Forecasts, and 1991-1996 Housing Needs Statement were used in the revision.

The City has provided several opportunities for all economic segments of the population to participate in the revision of the Housing Element. The Housing Element went through an elaborate citizen participation process when it was first drafted in 1980.

A series of public workshops for each quadrant of the community were held in October and November of 1990 to discuss housing concerns and issues. Two workshops were held with affordable housing advocates and the building and development community to receive input and discuss the future housing element. A questionnaire was passed out to the participants at these meetings to receive citizen input on local housing issues. A copy of this questionnaire is contained in the appendices.

Prior to adoption of the Housing Element, public hearings will be held before the Planning Commission and City Council.

3. MANDATED REVIEW AND UPDATE

Environmental Assessment and Review

A Negative Declaration on the Housing Element has been prepared and filed with all appropriate agencies in accordance with Title 19 of the Carlsbad Municipal Code and the California Environmental Quality Act.

Intergovernmental Coordination

Regional data on population and housing forecasts and fair share allocation from the San Diego Association of Governments (SANDAG) were used.

Local Review and Update

After adoption by Planning Commission and City Council, the Element will be updated as necessary. The state requires that the next revision be accomplished by July 1, 1996.

San Diego County

A copy shall be filed with San Diego County pursuant to development of future Community Development Block Grant Program applications.

City Staff

Carlsbad's Community Development Block Grant submissions shall be reviewed to assure conformance with Housing Element Goals and Programs.

Department of Commerce, Bureau of Census

The decennial national census was taken April 1, 1990. This information and more current information were used as part of this revision. Review of Housing Element projections and goals should take place if data that would require amendments/revisions become available.

Program Evaluation

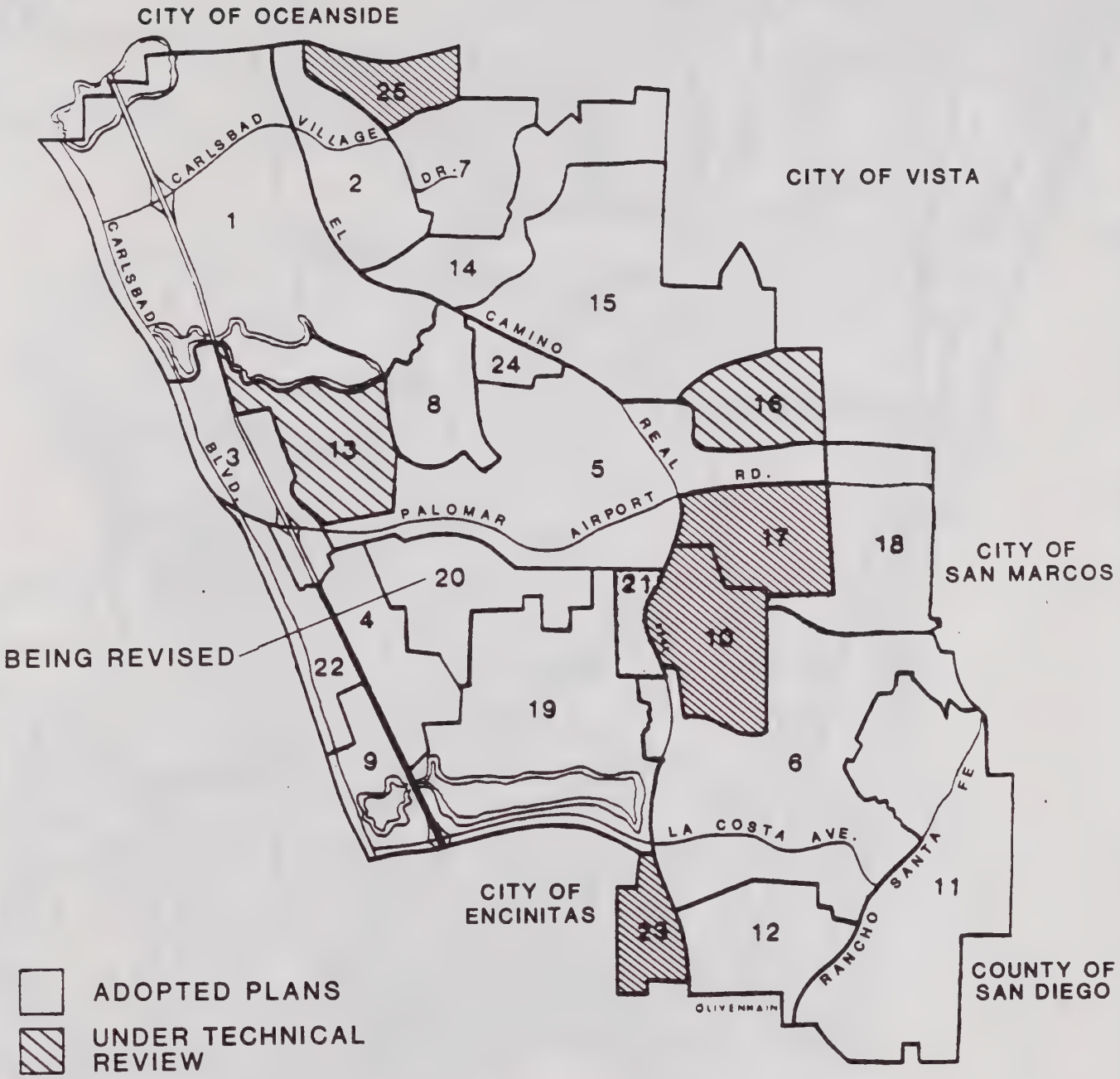
Local evaluation of program effectiveness and implementation of policies and programs, with recommendations for change, should be conducted annually over the next five years with public hearings before the Housing and Redevelopment Commission.

Major Revision

A major evaluation and revision of the Housing Element should take place in 1995.

MAPS

STATUS OF ZONE PLANS



City of Carlsbad Growth Management Program

Revised 7/91

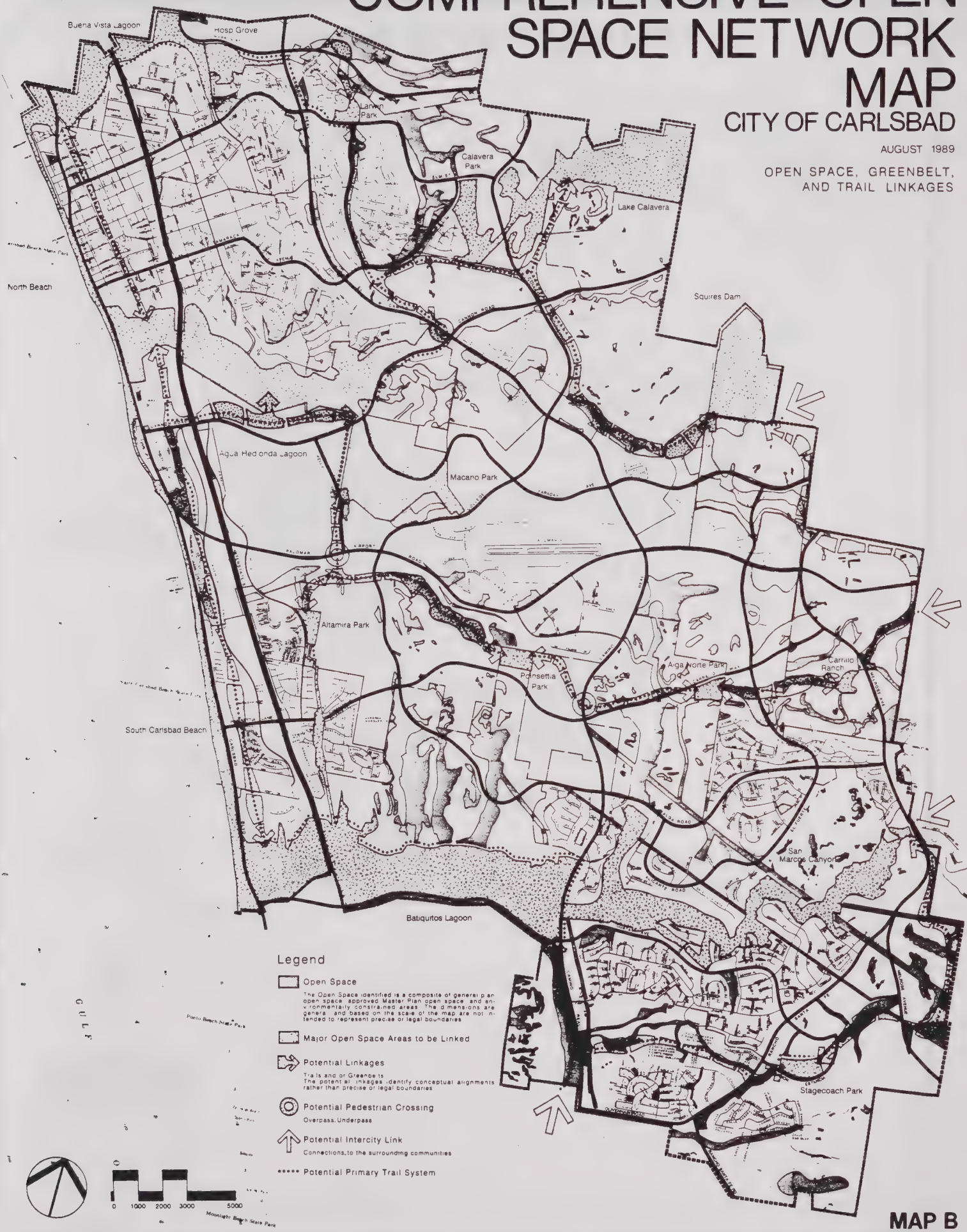
MAP A

COMPREHENSIVE OPEN SPACE NETWORK MAP

CITY OF CARLSBAD

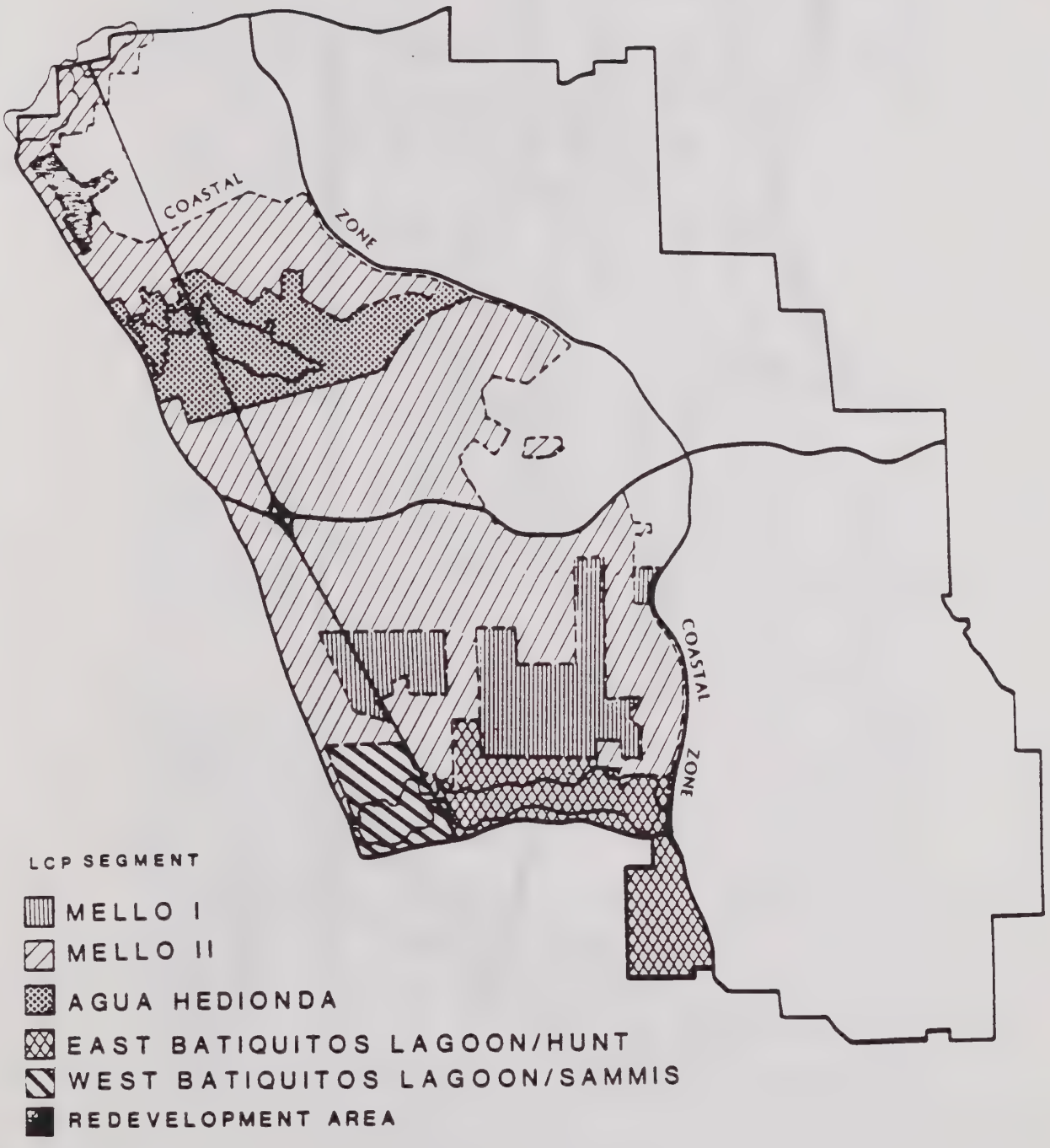
AUGUST 1989

OPEN SPACE, GREENBELT, AND TRAIL LINKAGES



MAP B

CARLSBAD
LOCAL COASTAL PROGRAM (LCP)
SEGMENTS
BOUNDARY MAP



City of Carlsbad

MAP C

FLIGHT ACTIVITY ZONE
FLIGHT ACTIVITY ZONE
CLEAR ZONE
AIRPORT INFLUENCE AREA
McCLELLAN PALOMAR AIRPORT
COMPREHENSIVE LAND USE PLAN
Adopted October 24, 1990 Res No 87 21
Chairman
Attest

MAP D

APPENDICES

APPENDIX A

HOUSING QUESTIONNAIRE

City of Carlsbad
Planning Department

DEVELOPMENT QUESTIONNAIRE

The purpose of this questionnaire is to identify issues of a concern to the development community for purposes of needs assessment, constraints and opportunity assessment and public input for the City's revised Housing Element.

Participation in this questionnaire is requested to more formally identify issues, and to provide background data for the formation of future housing policies.

1. NAME: _____

   COMPANY: _____

   ADDRESS: _____

   CONTACT PERSON: _____ PHONE: _____

   TYPE OF COMPANY (eg. developer, consultant, architect)

   _____

2. REGION OF ACTIVITY (eg. City, Regional Nationwide)

   _____

3. LIST IN ORDER OF IMPORTANCE YOUR TOP CONCERNS:

   A. IMPACT FEES/DEVELOPMENT EXACTIONS _____

   B. INFRASTRUCTURE FINANCING _____

   C. WETLANDS _____

   D. WORKERS COMPENSATION _____

   E. DEVELOPMENT COSTS _____

   F. GROWTH/NO GROWTH ATTITUDES _____

   G. AFFORDABLE HOUSING (LOW-MOD) _____

H. PROPERTY TAXES _____

I. COASTAL DEVELOPMENT RESTRICTIONS _____

J. FINANCING COSTS/LOAN SOURCES _____

K. ECONOMIC FORECASTS _____

4. NUMBER OF HOUSING STARTS OR PROJECTS YOUR COMPANY AVERAGES PER YEAR IN CARLSBAD.

_____

5. TYPE OF PRODUCT _____

MULTI FAMILY _____

SINGLE FAMILY _____

COMMERCIAL _____

OTHER _____

6. AVERAGE SQUARE FEET PER UNIT _____

7. AVERAGE LOT SIZE _____

8. WHAT DO YOU BELIEVE IS THE GREATEST CONSTRAINT IN THE DEVELOPMENT OF AFFORDABLE HOUSING TODAY IN CARLSBAD (CHOOSE ONE)

LAND COSTS _____

GOVERNMENT EXACTIONS/REGULATIONS _____

CARRY COSTS/FINANCE _____

CONSTRUCTION COSTS _____

AVAILABILITY OF FINANCING _____

9. WHAT IS THE AVERAGE TIME SPAN ENCOUNTERD WHEN APPLYING FOR ENTITLEMENTS FOR:

MASTER/SPECIFIC PLANS _____ MOS.

SUBDIVISION APPROVALS _____ MOS.

LOCAL/STATE COASTAL PERMITS _____ MOS.

OTHERS (IDENTIFY) _____ MOS.

ENVIRONMENTAL _____ MOS.

10. WHAT WOULD BE A CREDIBLE REDUCTION IN PROCESSING TIME THAT WOULD SIGNIFICANTLY REDUCE YOUR CARRY COSTS THAT COULD BE PASSED ON TO MAKE THE DEVELOPMENT COST AND RENTAL OR SALES PRICES LOWER.
_____ MOS. OR _____ %

11. WHAT IS YOUR AVERAGE RAW LAND COST PER SQUARE FEET OR PER ACRE
_____

12. WHAT IS YOUR IMPROVED (ON/OFF SITE) LAND COSTS PER SQUARE FOOT OR PER ACRE OR AVERAGE PER LOT _____

13. WHAT ARE YOUR AVERAGE CONSTRUCTION COSTS PER FOOT

MULTI FAMILY _____

SINGLE FAMILY DETACH/ATTACHED _____

OTHER _____

14. WHAT, IN YOUR OPINION WOULD BE THE MOST VIABLE PROGRAMS THE CITY COULD IMPLEMENT TO PRODUCE LOW TO MODERATE INCOME HOUSING, BUT REMAINING WITHIN THE CONTEXT OF THE CURRENT GROWTH CONTROL/FACILITIES MANAGEMENT PROGRAMS (IN ORDER OF IMPORTANCE).

REDUCTION/WAIVING OF FEES _____

REDUCTION OF EXACTIONS _____

REDUCTION OF PROCESSING TIME (FASTTRACKING) _____

LAND PURCHASE WRITE DOWNS _____

BELOW MARKET FINANCING _____

INCREASE PROJECT DENSITY _____

REDUCED DEVELOPMENT STANDARDS _____

15. SHOULD YOU BE REQUIRED TO PRODUCE LOW INCOME HOUSING, ARE YOU WILLING TO (YES, NO)

JOINT VENTURE _____

WITH CITY _____

WITH NOT-FOR-PROFIT DEVELOPER _____

WITH OTHER FOR PROFIT DEVELOPER _____

PAY IN LIEU INSTEAD OF CONSTRUCTION _____

16. WHAT IN YOUR OPINION WOULD BE A FEASIBLE IN LIEU FEE PER UNIT.

_____

17. DO YOU USE LOCAL BANKS OR OTHER FUNDING INSTITUTES FOR YOUR CONSTRUCTION FINANCING? _____ IF YES, WHO _____

18. DO YOU HAVE TROUBLE FINDING CONSTRUCTION OR LONG TERM FINANCING FOR MULTI-FAMILY CONSTRUCTION.

_____

FINALLY, SHOULD YOU BE REQUIRED TO CONSTRUCT A 60 UNIT APARTMENT PROJECT WITH 50% SET ASIDE FOR LOW INCOME (80% OF CO. MEDIAN LOW INCOME UNITS ARE A MIX OF 50% 1 BDRM, 50% 2 BDRM) AND GIVEN YOUR CURRENT LAND COSTS, FINANCING, FEES, EXACTIONS, CONSTRUCTION COSTS WHAT AMOUNT OF SUBSIDY PER UNIT WOULD BE REQUIRED FOR THE UNIT TO PENCIL OUT FOR LOAN PURPOSES OR WHAT PERCENT OF PROJECT COSTS WOULD HAVE TO BE SUBSIDIZED BY DEVELOPER EQUITY OR ANOTHER SOURCE?

_____

_____

_____

_____

THANK YOU FOR YOUR TIME AND PATIENCE.

TP:km

City of Carlsbad

Planning Department

COMMUNITY HOUSING QUESTIONNAIRE

IN YOUR OPINION, WHAT IS THE IMPORTANCE OF THE FOLLOWING HOUSING ISSUES FACING CARLSBAD IN THE NEXT DECADE.

	LOW	MEDIUM	HIGH
Special housing needs (Senior, adult disabled)	____	____	____
Availability of low to moderate income housing	____	____	____
Housing affordability	____	____	____
housing rehabilitation	____	____	____
Overcrowding - maintenance	____	____	____
Neighborhood improvement	____	____	____
Homelessness	____	____	____

Are there other outstanding housing issues you think the City of Carlsbad should address.

_____

_____

_____

_____

_____

Do you currently participate or are you on a waiting list for a housing program in the City of Carlsbad (eg. Section 8)

_____

_____

_____

_____

_____

_____

2075 Las Palmas Drive • Carlsbad, California 92009-4859 • (619) 438-1161

What type of housing do you think there is a shortage of in the City of Carlsbad.

	No Shortage	Future Shortage	Current Shortage
Single family affordable (moderate income)	_____	_____	_____
Multi-family affordable (condominium/townhomes)	_____	_____	_____
Apartments	_____	_____	_____
Sr. Citizen Complexes/villaages	_____	_____	_____
3 or 4 bedroom apartments	_____	_____	_____
Short-term/vacation/transitional housing	_____	_____	_____
Mobile home parks	_____	_____	_____

If you wish to be put on a mailing list for future notices on housing issues, please complete below

Name_____

Organization_____

Address_____

City,State,Zip_____

APPENDIX B

DEVELOPMENT FEES

DEVELOPMENT PROCESSING FEES

APPLICATION/REQUIREMENT	FEE
ADJUSTMENT PLAT	$ 320.00
ADMINISTRATIVE VARIANCE	
Single Family	$ 240.00
Other	$ 410.00
APPEALS	
Engineering	
Planning	
To City Council	
Single Family	$ 110.00
Other	$ 470.00
To Planning Commission	
Single Family	$ 110.00
Other	$ 470.00
BRIDGE AND THOROUGHFARE FEE (See Page 24)	
BUILDING PERMIT FEE (See Page 19)	
BUILDING PLAN CHECK FEE (65% of Building Permit Fee - See Page 19)	
BUSINESS LICENSE TAX (See Page 19)	
3.5% of Building Value	
CERTIFICATE OF COMPLIANCE	$ 240.00/Lot
COASTAL DEVELOPMENT PERMIT	
Single Family	$ 110.00
Other	$ 360.00
CONDITIONAL USE PERMIT	
Regular	$2,100.00
Amendment	$1,000.00
Extension	$ 375.00
Non-Profit	$ 110.00
Amendment	$ 75.00
Extension	$ 50.00
CONDOMINIUM PERMIT (See Planned Development)	
CONSTRUCTION CHANGE	
Minor	$ 50.00
Major	$ 160.00
DAYCARE PERMIT (Large Family 7-12 children)	$ 110.00
Extension	$ 50.00

APPLICATION/REQUIREMENT	FEE
DEDICATION OF EASEMENT	$ 160.00
DESIGN REVIEW - PRELIMINARY REVIEW	
Minor	$ 50.00
Major	$ 250.00
DISCUSSION ITEM TO PLANNING COMMISSION (See information to Planning Commission)	
DRAINAGE FEES (See Pages 14 & 15)	
DUPLICATE TRACING FEE (Final Tract Map)	$ 30.00/sheet
DUPLICATE TRACING FEE (Final Parcel Map)	$ 50.00/sheet
ENCROACHMENT PERMIT (Before Installation)	$ 50.00
ENCROACHMENT PERMIT (After Installation)	$ 100.00
ENGINEERING VARIANCE	
Minor	$ 82.00
Major	$ 157.00
ENVIRONMENTAL IMPACT ASSESSMENT	$ 210.00
ENVIRONMENTAL IMPACT REPORT	
0-20 Acres	$2,100.00
Over 20 Acres	$5,250.00
ENVIRONMENTAL IMPACT REPORT ADDENDUM	$ 250.00
ENVIRONMENTAL IMPACT REPORT SUPPLEMENT	$1,050.00 + Actual Cost
ENVIRONMENTAL MONITORING FEE	$ 110.00
FACILITIES MANAGEMENT FEE (See Page 17)	
FINAL PARCEL MAP (Minor Subdivision)	$1,580.00
FINAL TRACT MAP (Major Subdivision)	$2,630.00+ $ 5.00/Acre
FIRE HYDRANT FEES (See Utilities Department)	$2,500.00 deposit
FUTURE IMPROVEMENT AGREEMENT	$ 80.00
GENERAL PLAN AMENDMENT	
0-5 Acres	$1,050.00
Over 5 Acres	$2,100.00

APPLICATION/REQUIREMENT	FEE
GRADING CASH DEPOSIT	10% (Max.) of Grading
GRADING PERMIT FEE (See Pages 18 and 19)	
GRADING PLAN CHECK FEE (See Pages 18 and 19)	
HILLSIDE DEVELOPMENT PERMIT	
Single Family	$ 110.00
Other	$ 370.00
Amendment	
Single Family	$ 75.00
Other	$ 300.00
IMPROVEMENT AGREEMENT EXTENSION	$ 160.00
IMPROVEMENT INSPECTION FEE (See Page 13)	3% - 5% of Engr. Est.
IMPROVEMENT PLAN CHECK (See Page 13)	1.5% - 6% of Engr. Est.
INFORMATION TO PLANNING COMMISSION (Discussion Item)	
Single Family	$ 110.00
Other	$ 390.00
INSPECTION - ADDITIONAL PLANNING (First inspection included in plancheck fee)	$ 50.00
INSPECTION OVERTIME (on request)	$ 75.00/hour
LANDSCAPE INSPECTION (same as Improvement Inspection) (See Page 13)	
LANDSCAPE PLANCHECK (same as Improvement plancheck) (See Page 13)	
LOCAL COASTAL PLAN AMENDMENT	
Minor	$1,580.00
Major	$5,780.00
MASTER PLAN	$9,980.00 + $ 15.00/acre
MASTER PLAN AMENDMENT	
Minor	$1,580.00
Major	$3,680.00+ $10.00/acre
MODEL HOME DEMOLITION DEPOSIT	
MONUMENTATION CASH DEPOSIT	
PARK-IN-LIEU FEES (Applies only to Subdivision) (See Page 16)	
PEER REVIEW	

APPLICATION/REQUIREMENT	FEE
PLANNED DEVELOPMENT FOR NON-RESIDENTIAL	
Minor (4 or less)	$ 420.00
Major (5 to 50)	$ 5,250.00
Major (51 or more)	$10,088.00
PLANNED DEVELOPMENT OR CONDOMINIUM	
Minor (4 or less)	$ 420.00
Major (5 to 50)	$ 3,680.00
Major (51 or more)	$10,500.00
PLANNED DEVELOPMENT AMENDMENT/REVISION FOR NON-RESIDENTIAL	
Minor (4 or less)	$ 530.00
Major (5 to 50)	$ 2,599.00
Major (51 or more)	$ 5,250.00
PLANNED DEVELOPMENT/CONDOMINIUM REVISION	
Minor (4 or less)	$ 210.00
Major (5 to 50)	$ 1,840.00
Major (51 or more)	$ 5,250.00
PLANNED DEVELOPMENT FINAL MAP	
Minor (4 or less)	$ 20.00
Major (5 to 50)	$ 60.00
Major (51 or more)	$ 60.00

APPLICATION/REQUIREMENT	FEE
PLANNED INDUSTRIAL PERMIT	$ 530.00
Amendment	$ 375.00
PLANNING COMMISSION DETERMINATION	
Single Family	$ 210.00
Other	$ 790.00
POSTAGE	
PRECISE DEVELOPMENT PLAN	$1,580.00
Amendment	$1,000.00
PRELIMINARY PLAN REVIEW	$ 110.00/Review
PUBLIC FACILITIES FEE (See Page 19)	3.5% of Building Value
PUBLIC FACILITIES FEE AGREEMENT	$ 40.00
QUITCLAIM OF EASEMENT	$ 260.00
RECORDING FEES	
REDEVELOPMENT PERMIT	
Minor	$ 110.00
Major	$1,310.00
Amendment	
Minor	$ 75.00
Major	$ 750.00
RESEARCH TIME	
Engineering (By written request to City Engineer)	$ 100.00/HOUR
Planning (By written request to Planning Director)	$ 100.00/HOUR
Building (By written request to Building Officer)	$ 100.00/HOUR
REVERSION TO ACREAGE	$ 250.00
RIGHT-OF-WAY PERMIT	
(single family pool, spa, etc.)	$ 30.00
All others	$ 80.00
SATELLITE ANTENNA PERMIT FEE	$ 30.00
SCHOOL FEE (See Pages 21 and 22)	
Residential	$1.58 per Sq. Ft.
Commercial/Industrial	$ .26 per Sq. Ft.
SEWER BENEFIT AREA FEES (See Page 26)	
SEWER LATERAL CHARGES - Carlsbad Sewer District (See Page 14)	

APPLICATION/REQUIREMENT	FEE
SEWER PERMIT - Carlsbad Sewer District	$1,250.00 Per E.D.U.
Effective 2-22-91	$1,610.00 Per E.D.U.
Commercial & Industrial Development	
Effective 3-25-91 - Residential Development	
SIGN PERMIT	$ 30.00
SIGN PROGRAM	$ 160.00
SITE DEVELOPMENT PLAN	
Minor	$2,630.00
Major	$5,250.00
SITE DEVELOPMENT PLAN REVISION	
Minor	$ 420.00
Major	$ 1,050.00
SPECIAL USE PERMIT	$ 260.00
Amendment	$ 200.00
SPECIAL USE PERMIT FLOOD PLAIN	$ 1,050.00
Amendment	$ 750.00
SPECIFIC PLAN	
Less than 5 acres	$ 1,580.00
5 to 25 acres	$ 5,250.00
More than 25 acres	$12,600.00
SPECIFIC PLAN AMENDMENT	
Minor	$ 1,580.00
Major	$ 5,780.00
STREET LIGHT ENERGIZING FEE (See Page 13)	
STREET NAME CHANGE	$ 110.00
STREET SIGN DEPOSIT	$ 19.00 TO $129.00
STREET VACATION (By Citizen Request)	$ 530.00
STRUCTURE RELOCATION	$ 160.00
TEMPORARY DEPOSIT ACCOUNT	
TENTATIVE PARCEL MAP (Minor Subdivision)	$ 1,580.00
TENTATIVE PARCEL MAP 1-YEAR EXTENSION	$ 424.00

APPLICATION/REQUIREMENT	FEE
TENTATIVE TRACT MAP (Major Subdivision)	
1 - 25 Units or Lots	$1,050.00
26 - 100 Units or Lots	$2,630.00
101 or more Units or Lots	$4,200.00
TENTATIVE TRACT MAP 1-YEAR EXTENSION	1/2 of Original Fee
TENTATIVE TRACT MAP LITIGATION STAY	1/4 of Original Fee
TENTATIVE MAP REVISION	
1 - 25 Units or Lots	$1,050.00
26 - 100 Units or Lots	$1,310.00
101 or more Units or Lots	$2,100.00
TRAFFIC IMPACT FEE (See Page 23)	
VARIANCE	
Single Family	$ 260.00
Other	$ 530.00
WATER SERVICE CONNECTION FEE (See Page 25) (Carlsbad Municipal Water District)	$1,713.00/E.D.U.
ZONE CHANGE	
5 acres or Less	$ 260.00
5.1 to 25 acres	$ 790.00
25.1 acres or more	$1,970.00
ZONE CODE AMENDMENT	$1,050.00

IMPROVEMENT & LANDSCAPE PLAN CHECK

PLAN CHECK FEES ARE BASED ON THE CURRENT CITY OF SAN DIEGO UNIT PRICES. THIS INCLUDES THE COST OF CURBS, GUTTERS, SIDEWALKS, ASPHALT OR CONCRETE PAVING, STORM DRAINS, ETC.

ESTIMATED COST OF IMPROVEMENTS	FEE	
$ -0- to $ 20,000	6.0%	($ 200 minimum)
$ 20,000 to $ 50,000	5.0%	($ 1,200 minimum)
$ 50,000 to $ 100,000	4.0%	($ 2,500 minimum)
$ 100,000 to $ 250,000	3.5%	($ 4,000 minimum)
$ 250,000 to $ 500,000	2.75%	($ 8,750 minimum)
$ 500,000 to $ 1,000,000	2.25%	($ 13,750 minimum)
Over $1,000,000	1.50%	($ 22,500 minimum)

IMPROVEMENT & LANDSCAPE INSPECTION FEE

ESTIMATED COST OF IMPROVEMENTS	FEE	
$ -0- to $ 250,000	5.0%	($ 250 minimum)
$ 250,001 to $ 750,000	4.5%	($ 12,500 minimum)
$ 750,001 to $ 2,000,000	4.0%	($ 33,750 minimum)
$ 2,000,001 to $ 5,000,000	3.5%	($ 80,000 minimum)
$ 5,000,001 and over	3.0%	($ 175,000 minimum)

STREET LIGHT ENERGIZING FEE

WATTS	LUMENS	FEE
70	5,800	$ 85.00
100	9,500	$ 115.00
150	16,000	$ 160.00
200	22,000	$ 175.00

ABOVE FEES ARE THE COST FOR ENERGIZING EACH STREET LIGHT FOR EIGHTEEN MONTHS.

DRAINAGE FEES PER GROSS ACRE

(SEE NEXT PAGE FOR MASTER DRAINAGE PLAN AREA NUMBERS)

AREA	FEE	ACCOUNT NUMBER
#1	$ -0-	------
#2	$ -0-	-------
#3	$3,808	350-810-18-70-8740
#4	$1,686	350-810-18-71-8740
#5	$2,658	350-810-18-72-8740
#6	$ 200	350-810-18-73-8740
#7	$2,273	350-810-18-74-8740
#8	$ -0-	-------
#9	$2,878	350-810-18-75-8740
#10	$1,196	350-810-18-76-8740
#11	$1,630	350-810-18-77-8740
#12	$4,445	350-810-18-78-8740
#13	$2,858	350-810-18-79-8740

SEWER LATERAL CHARGES

4" Line - 30 feet long, 10 feet deep-----$720.00

6" Line - 30 feet long, 10 feet deep-----$850.00

Over 10 feet deep - ADD $7.50 per foot

Over 30 feet long - ADD $12.50 per foot

GRADING PLAN CHECK FEES

AMOUNT	FEE
100 Cubic Yards or less	$ 100.00
101 to 1,000 Cubic Yards	$ 500.00 for the first 100 cubic yards plus $80.00 for each additional 100 cubic yards or fraction thereof.
1,001 to 10,000 Cubic Yards	$1,300.00 for the first 1000 cubic yards plus $80.00 for each additional 1000 cubic yards or fraction thereof.
10,001 to 100,000 Cubic Yards	$2,100.00 for the first 10,000 cubic yards plus $80.00 for each additional 10,000 cubic yards or fraction thereof.
100,001 to 200,000 Cubic Yards	$2,900.00 for the first 100,000 cubic yards plus $80.00 for each additional 10,000 cubic yards or fraction thereof.
200,001 Cubic Yards or more	$3,700.00 for the first 200,000 cubic yards plus $80.00 for each additional 100,000 cubic yards or fraction thereof.

GRADING PERMIT FEES

AMOUNT	FEE
100 Cubic Yards or less	$ 25.00
101 to 1,000 Cubic Yards	$ 75.00 for the first 100 cubic yards plus $10.00 for each additional 100 cubic yards or fraction thereof.
1,001 to 10,000 Cubic Yards	$ 175.00 for the first 1,000 cubic yards plus $52.50 for each additional 1,000 cubic yards or fraction thereof.
10,001 to 100,00 Cubic Yards	$ 700.00 for the first 10,000 cubic yards plus $60.00 for each additional 10,000 cubic yards or fraction thereof.
100,001 to 200,000 Cubic Yards	$1,300.00 for the first 100,000 cubic yards plus $180.00 for each additional 10,000 cubic yards or fraction thereof.
200,001 Cubic Yards or More	$3,100.00 for the first 100,000 cubic yards plus $300.00 for each additional 100,000 cubic yards or fraction thereof.

RESIDENTIAL VALUATION CHART

ESTIMATED FEES

SINGLE FAMILY DWELLINGS

AND DUPLEXES----------(number of square feet)_____ X $72.00 = _____

APARTMENT HOUSES AND ATTACHED

MULTI-FAMILY UNITS----------(number of square feet)_____ X $62.00 = _____

GARAGE----------(number of square feet)_____ X $18.00 = _____

CARPORT----------(number of square feet)_____ X $13.00 = _____

COVERED PORCH----------(number of square feet)_____ X $ 6.50 = _____

COVERED PATIO----------(number of square feet)_____ X $ 6.50 = _____

BALCONIES/STAIRS/DECKS----------(number of square feet)_____ X $10.50 = _____

RETAINING WALLS----------(number of square feet)_____ X $12.75 = _____

POOLS----------(number of square feet)_____ X $26.75 = _____

SPAS (Gunite)----------VALUATION $4,700.00---------- = _____

SPAS (Plastic/Factory Made)----------VALUATION $2,050.00---------- = _____

AIR CONDITIONING----------(number of square feet)_____ X $ 2.40 = _____

MOBILE OR MODULAR HOME ON SINGLE-FAMILY LOT

(number of square feet)_____ X $18.00 = _____

TOTAL VALUATION _____

PLAN CHECK FEE _____

Building plan check fee is 65% of Building Permit Fee
(Phone Development Processing Division at 438-1161 for permit fee)

Public Facilities Fee Tax is 3.5% of building valuation:

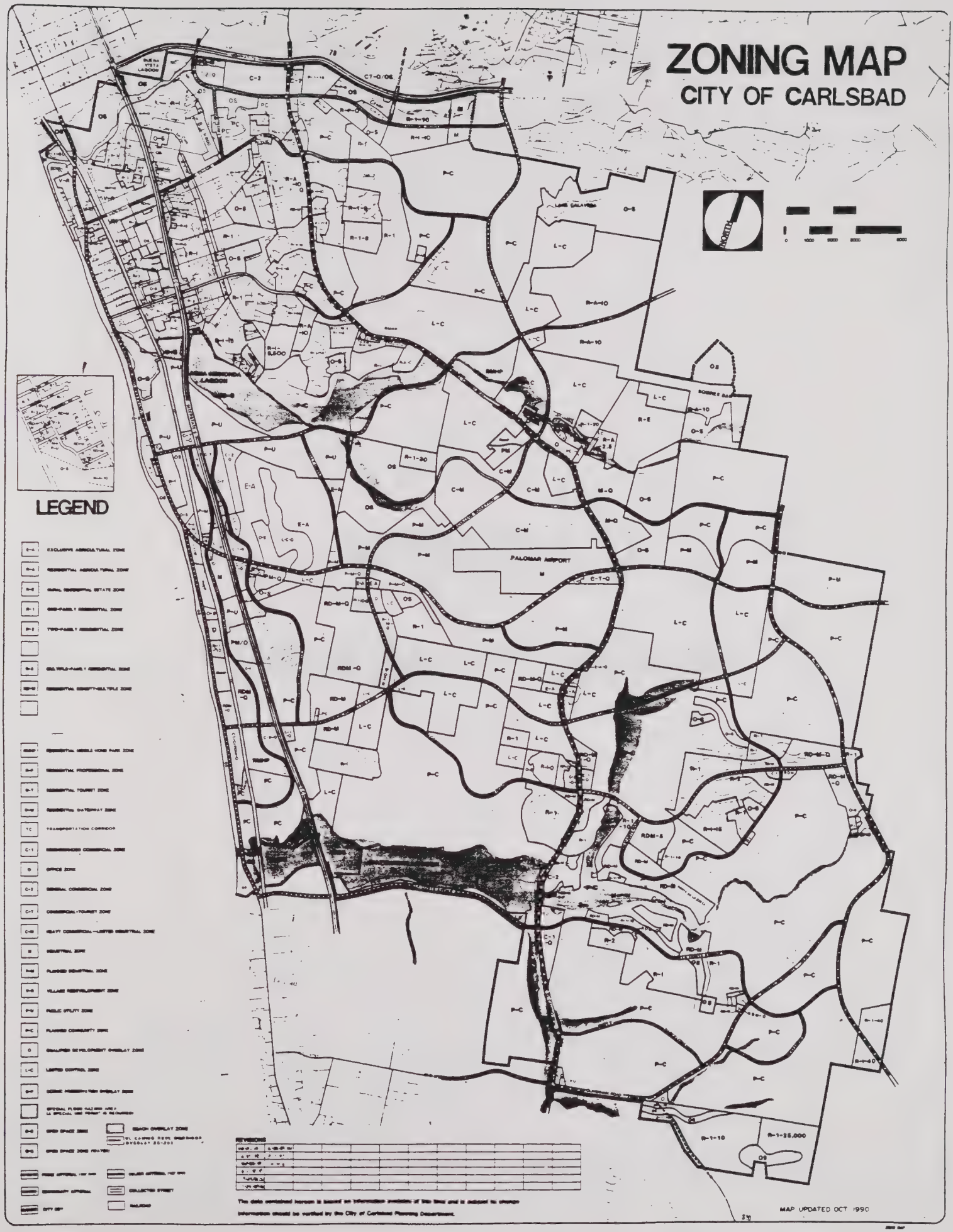
Total Valuation_____ X .035 = _____ Public Facilities Fee

For Commercial and industrial uses please contact the City of Carlsbad Building Department at 438-1161.

Sewer Benefit Area Fees		
Area	**Account Number**	**Cost per Unit, $**
A	514-810-75-01-8897	279
B	514-810-75-02-8897	491
C	514-810-75-03-8897	407
D	514-810-75-04-8897	785
E	514-810-75-05-8897	803
F	514-810-75-06-8897	879
G	514-810-75-07-8897	76
H	514-810-75-08-8897	514
I	514-810-75-09-8897	285
J	514-810-75-10-8897	982
K	514-810-75-11-8897	1,981
L	514-810-75-12-8897	776
M	514-810-75-13-8897	38

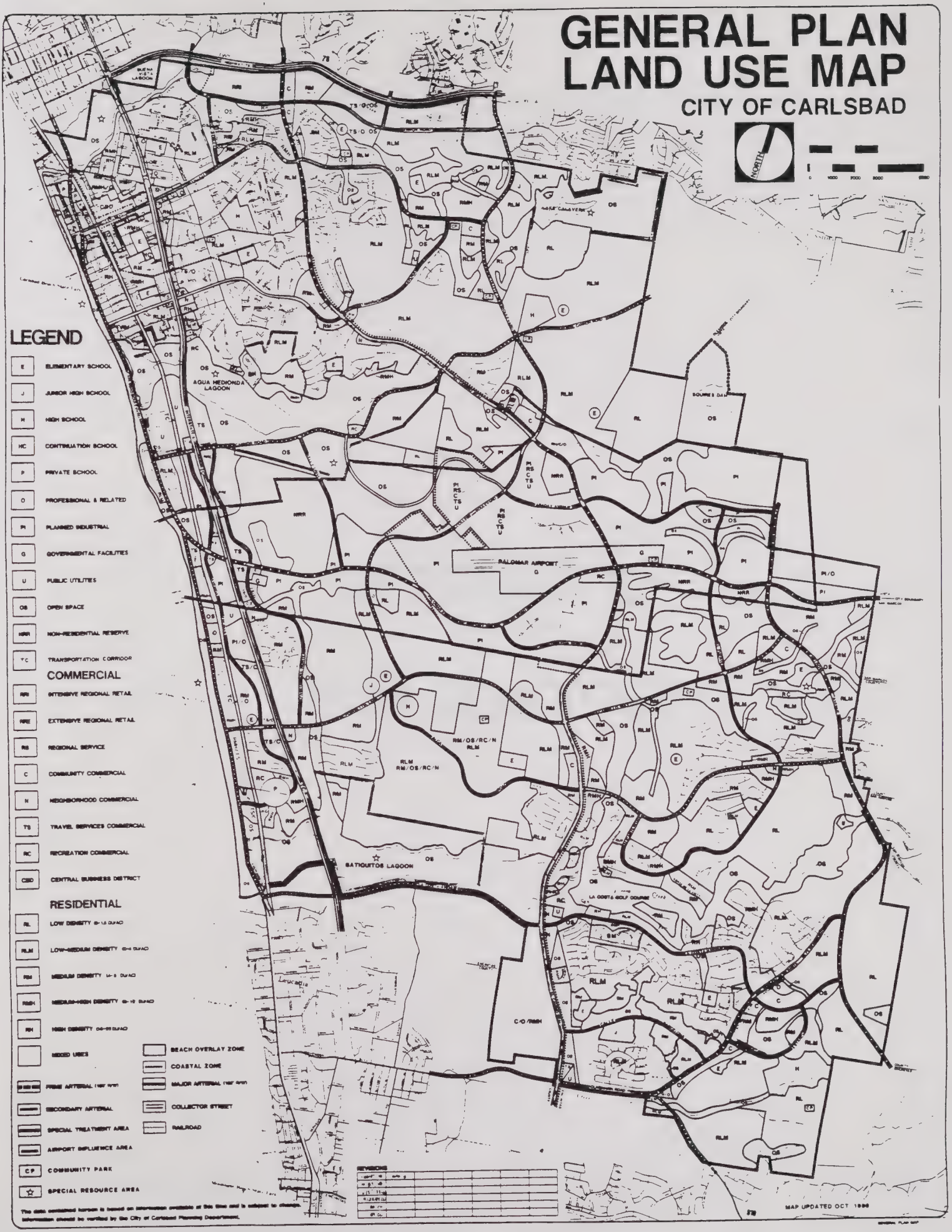
APPENDIX C

ZONING MAP


ZONING MAP
CITY OF CARLSBAD
LEGEND
PALOMAR AIRPORT
REVISIONS
MAP UPDATED OCT 1990

APPENDIX D

GENERAL PLAN MAP


GENERAL PLAN
LAND USE MAP
CITY OF CARLSBAD
NORTH
LEGEND
E ELEMENTARY SCHOOL
J JUNIOR HIGH SCHOOL
H HIGH SCHOOL
HC CONTINUATION SCHOOL
P PRIVATE SCHOOL
O PROFESSIONAL & RELATED
PI PLANNED INDUSTRIAL
G GOVERNMENTAL FACILITIES
U PUBLIC UTILITIES
OS OPEN SPACE
NRR NON-RESIDENTIAL RESERVE
TC TRANSPORTATION CORRIDOR
COMMERCIAL
RR INTENSIVE REGIONAL RETAIL
RRE EXTENSIVE REGIONAL RETAIL
RS REGIONAL SERVICE
C COMMUNITY COMMERCIAL
N NEIGHBORHOOD COMMERCIAL
TS TRAVEL SERVICES COMMERCIAL
RC RECREATION COMMERCIAL
CBD CENTRAL BUSINESS DISTRICT
RESIDENTIAL
RL LOW DENSITY
RLM LOW-MEDIUM DENSITY
RM MEDIUM DENSITY
RMH MEDIUM-HIGH DENSITY
RH HIGH DENSITY
MIXED USES
PRIME ARTERIAL
SECONDARY ARTERIAL
SPECIAL TREATMENT AREA
AIRPORT INFLUENCE AREA
CP COMMUNITY PARK
SPECIAL RESOURCE AREA
BEACH OVERLAY ZONE
COASTAL ZONE
MAJOR ARTERIAL
COLLECTOR STREET
RAILROAD
AGUA HEDIONDA LAGOON
BATIQUITOS LAGOON
PALOMAR AIRPORT
RM/OS/RC/N
RLM
RM/OS/RC/N
C/O/RMH
REVISIONS
MAP UPDATED OCT 1990

APPENDIX E

PUBLIC NOTICE

APPENDIX F

HOUSING ASSISTANCE PLAN

U.S. Department of Housing and Urban Development
Los Angeles Area Office, Region IX
1615 West Olympic Boulevard
Los Angeles, California 90015—3801

RECEIVED
DEC 19 1988
City of Carlsbad
Housing and
Redevelopment

December 12, 1988

Mr. Raymond R. Patchett
City Manager
City of Carlsbad
ATTENTION: Patty Cratty
1200 Elm Avenue
Carlsbad, CA 92008

Dear Mr. Patchett:

SUBJECT: Community Development Block Grant (CDBG) Program
Three Year Housing Assistance Plan (HAP) Approval
Grant Number: B-89/91-MC-06-0563
City of Carlsbad

In accordance with the CDBG regulations at 24 CFR 570.306, the HUD Los Angeles Office has reviewed your locality's Three Year Housing Assistance Plan for the period of October 1, 1988 through September 30, 1991. Based on our review, we find your HAP to be acceptable and it is therefore approved. We have enclosed copies of the HUD approved forms (HUD-7091.1, 7091.2, and narratives) which constitute the official HAP documents, unless amended in accordance with 24 CFR 570.306(f) and (g). Accomplishments toward your HAP goals will be reviewed annually.

Sincerely,

Benjamin F. Bobo, Ph.D.
Manager
Los Angeles Office, 9.4S

Enclosure

Form Approved
OMB No. 2506-0063

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
ENTITLEMENT PROGRAM

HOUSING ASSISTANCE PLAN

1. NAME OF COMMUNITY: CARLSBAD, CALIFORNIA

2. GRANT NUMBER: B-89-MC-06-0563

3. PERIOD OF APPLICABILITY: FROM: Oct. 31, 1988 TO: Sept. 30, 1991

4. DATE OF SUBMISSION: Nov. 3, 1988

4a. ☒ Original ☐ Revision ☐ Amendment

5. HUD APPROVAL: Benjamin F. Byrd 12/9/88
(Signature of Authorized Official) (Date)

PART I - HOUSING ASSISTANCE NEEDS

TABLE I - HOUSING STOCK CONDITIONS

	TENURE TYPE	STANDARD UNITS		SUBSTANDARD UNITS		SUBSTANDARD UNITS SUITABLE FOR REHAB		
		OCCUPIED UNITS	VACANT UNITS	OCCUPIED UNITS	VACANT UNITS	OCCUPIED UNITS		VACANT UNITS
						Total	Lower Income	
		A	B	C	D	E	F	G
6	Owner	13,307	473	258	10	216	131	8
7	Renter	10,036	763	873	66	733	443	54

TABLE II - RENTAL SUBSIDY NEEDS OF LOWER INCOME HOUSEHOLDS

		ELDERLY	SMALL FAMILY	LARGE FAMILY	TOTAL
		H	I	J	K
8	Very Low Income	587	1,993	216	2,796
9	Percent	21.0 %	71.3 %	7.7 %	100%
10	Other Lower Income	283	1,168	129	1,580
11	ETR	102	424	42	568
12	To be Displaced	-0-	-0-	-0-	-0-
13	Total	972	3,585	387	4,944
14	Percent	20 %	72 %	8 %	100%

PART II - THREE YEAR GOAL

TABLE I - UNITS TO BE ASSISTED

		REHABILITATION OF SUBSTANDARD UNITS	NEW CONSTRUCTION	CONVERSION TO STANDARD UNITS		HOME IMPROVEMENTS
		L	M	N		O
15	Owner	75	15	-0-		75
16	Renter	30	75	-0-		35
	(UNITS EXPECTED TO ASSIST LOWER INCOME HOUSEHOLDS)					
17	Owner	45	15	-0-		75
18	Renter	30	75	-0-		35

TABLE II - LOWER INCOME HOUSEHOLDS TO RECEIVE RENTAL SUBSIDIES

		ELDERLY	SMALL FAMILY	LARGE FAMILY	TOTAL
		P	Q	R	S
19	Households to be Assisted	89	320	36	445
20	Percent	20 %	72 %	8 %	100%

TABLE III - GOALS FOR HUD RESOURCES: SUBJECT TO LOCAL REVIEW AND COMMENT

		ELDERLY	SMALL FAMILY	LARGE FAMILY	TOTAL
		T	U	V	W
21	Households to be Assisted	89	320	36	445

HOUSING TYPE PREFERENCE *(Maximum Number of Units that will be Accepted)*

22

NEW	REHAB	EXISTING
445	445	445

23 ☐ *Check this box if the applicant wishes to review State Housing Agency proposals within its jurisdiction.*

PART III - GENERAL LOCATIONS

24 *Attach map identifying the general locations of proposed assisted housing.*

Revised 12-1-88

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
ENTITLEMENT PROGRAM

HOUSING ASSISTANCE PLAN

1. NAME OF COMMUNITY: City of Carlsbad, California

2. GRANT NUMBER: B-89-MC-06-0563

3. PERIOD OF APPLICABILITY: FROM: 10/1/88 TO: 9/30/91

4. ☒ Original ☐ Revision ☐ Amendment

5. INCREMENTAL YEAR OF SUBMISSION: ☒ 1 ☐ 2 ☐ 3

6. HUD APPROVAL: Benjamin F. Reed 12/9/88
(Signature of Authorized Official) (Date)

7. INCORPORATION OF HAP, PARTS I - III, BY REFERENCE. Parts I, II and III of the HAP approved _____ are incorporated by reference and are not contained in this *(second) (third)* year submission. *(Latest amendment date of the HAP, Parts I - III, if any:* _____ *)*

PART IV - ANNUAL HOUSING ASSISTANCE GOALS

PROGRAM OR PROJECT *List HUD Assisted Rental Housing Programs first, then other Renter Programs and Owner Programs Separately.*	HUD	UNITS TO BE ASSISTED		LOWER INCOME HOUSEHOLDS TO BE ASSISTED			
		NUMBER OF UNITS	HOUSING TYPE	ELDERLY	SMALL FAMILY	LARGE FAMILY	TOTAL
A	B	C	D	E	F	G	H
* First Year Submission							
Renter Goals:							
Section 8 Existing/Vouchers	X	150	Existing	48	84	18	150
CDBG Rental Home Improvement	X	10	Home Imp	5	4	1	10
Owner Goals:							
CDBG Owner Home Improvement	X	20	Home Imp	13	5	2	20

* In as much as Carlsbad is a 1st Year Entitlement Year (1988-89) that must staff to administer a Rehab Program of the magnitude proposed in this HAP, our 1st year goals are severly impacted. That condition will be corrected for the last years of the HAP and realistically the proposed goals can be addressed.

NARRATIVE SECTION ON HOUSING ASSISTANCE NEEDS:

SUBSTANDARD: Any unit which does not meet or exceed the Section 8 Existing Housing Quality Standards or local building codes, whichever are stricter, are considered to be substandard.

SUITABLE FOR REHABILITATION: Any substandard unit which can be rehabilitated to a standard condition at a cost which does not exceed the cost of building a new replacement structure.

EXPECTED TO RESIDE (ETR):
ETR: 568
SOURCE AND METHOD: ETR provided by SanDag

CONDOMINIUM CONVERSIONS:
Is not and does not expect to be a problem. Ordinances governing conversions setting standards and procedures including living space and off street parking have been approved and adopted by the City. However, to date, no applications for conversion have been received and/or processed, nor has any interest in such conversion been expressed by the owners of such units.

LOW AND MODERATE INCOME HOUSEHOLDS TO BE DISPLACED:
There are no public actions currently scheduled nor none planned that will have the effect of displacing any households in the City of Carlsbad.

LOW AND MODERATE INCOME MINORITY HOUSEHOLDS:
SUBSTANDARD UNITS:*

	TOTAL MINORITIES	BLACK	INDIAN	ASIAN	OTHERS	HISPANICS
OWNERS	131	4	0	10	29	88
RENTERS	443	14	0	35	96	298

REQUIRING RENTAL SUBSIDIES:

	ELDERLY	SMALL FAMILIES	LARGE FAMILIES	TOTAL
TOTAL MINORITY HOUSEHOLDS	375	1,072	133	1,580
TO BE DISPLACED:	-0-	-0-	-0-	-0-
BLACK HOUSEHOLDS:	11	30	4	45
TO BE DISPLACED:	-0-	-0-	-0-	-0-
INDIAN HOUSEHOLDS:	6	18	2	26
TO BE DISPLACED:	-0-	-0-	-0-	-0-
ASIAN HOUSEHOLDS:	73	211	26	310
TO BE DISPLACED:	-0-	-0-	-0-	-0-
OTHERS:	53	151	19	223
TO BE DISPLACED:	-0-	-0-	-0-	-0-
HISPANIC HOUSEHOLDS:	232	662	82	976
TO BE DISPLACED:	-0-	-0-	-0-	-0-

* -- See page 7 - SanDag Methodology
** - See page 8 - SanDag Methodology

LOW AND MODERATE INCOME HANDICAPPED HOUSEHOLDS:

	ELDERLY	1 PERSON NON-ELDERLY	SMALL FAMILIES	LARGE FAMILIES
LOW AND MODERATE INCOME HOUSEHOLDS WHICH CONTAIN AT LEAST ONE HANDICAPPED PERSON:	906	359	3,016	741

SPECIAL NEEDS: Handicapped households need housing units with access ramps, wider doorways, assist bars in the bathrooms, lower cabinets, and elevators (in two or more story buildings).

SINGLE INDIVIDUAL'S WITH DEPENDENT CHILDREN:
Female headed households in 1980,
No spouse Present, with children
less than 18 years of age: 1,149 Households
Male headed households in 1980,
No spouse Present, with children
less than 18 years of Age: 369 Households

SPECIAL HOUSING NEEDS: Single individual's with dependent children need housing which is both affordable and located close to day care centers and schools. A higher than normal percentage of these households are low and moderate

income. Also, a higher than normal percentage of these households are paying more than 30 percent of their incomes for rent.

OTHER SPECIAL HOUSING NEEDS OF LOW AND MODERATE INCOME HOUSEHOLDS:

Mobilehome Owners - Owners are faced with the problems of rising space rents and conversion of their mobilehome parks into new commercial and residential developments. Programs continue to be needed that help preserve mobilehomes as a source of affordable housing and assist residents convert to resident ownership.

"No other special housing needs of low and moderate income households exist in our city".

METHODOLOGY:

A copy of the methodology used to derive the figures on the HAP is on file in the Community Development files. However, there is attached a copy of SanDag's Methodology for the above computations which is the basis of data included in the HAP.

STANDARD UNITS WHICH WILL BE DEMOLISHED THROUGH FEDERAL, STATE OR LOCAL ACTIONS:

OWNER UNITS: None
RENTER UNITS: None

SPECIFIC ACTIONS THE COMMUNITY WILL TAKE TO MINIMIZE DISPLACEMENT OF LOW INCOME HOUSEHOLDS:

The City's condominium conversion ordinance setting standards and procedures has not resulted in the loss of any rental unit available to low income households. No conversions have occurred, nor are any planned. The city is prepared to evaluate and consider actions necessary to maintain its low income rental housing stock at such time as conversions tends to reduce low income rental units.

The city will not widen streets and/or remove houses in low income areas unless affordable replacement housing is available.

The city will not undertake any CDBG activities which will result in the displacement of low income households.

SPECIFIC ACTIONS THE COMMUNITY TAKE TO MINIMIZE DISPLACEMENT OF MODERATE INCOME HOUSEHOLDS:

The city's condominium conversions ordinance setting standards and procedures has not resulted in the loss of any rental units available to moderate income households. No conversions have occurred nor are any planned. The City is prepared to evaluate and consider actions necessary to maintain its moderate income housing stock at such time as conversion trend to reduce moderate income housing stock.

The city will not widen streets and remove houses in moderate income areas unless affordable replacement housing is available.
The city will not undertake any CDBG activities which will result in the displacement of moderate income households.

SPECIFIC ACTIONS THE COMMUNITY WILL TAKE TO PRESERVE OR EXPAND THE AVAILABILITY OF HOUSING FOR LOW-INCOME PERSONS:

Redevelopment Set Aside Funding - Redevelopment Agencies are required to "set-aside" 20% of their tax increment for lower income housing purposes. The city has and will continue to use the "set-aside" funds in a manner consistent with State law and in such a way as to assist the city's housing for low income residents o the city.

Continue to implement the Coastal replacement housing and inclusionary housing requirements of the Government Code Section 65590.

Where appropriate the city will offer density bonuses or other financial incentives pursuant to Government Code Section 65915.

The City will not use CDBG funds to demolish housing occupied by low income households unless replacement housing is provided.

The City will continue to use CDBG funds (including program income) to rehabilitate housing for low income households.

The City will act as an information source and liaison for private developers interested in using Low Income Housing Tax Credits to develop affordable housing projects.

The City will pursue the development of affordable housing for low income households through available funding resources.

SPECIFIC ACTIONS THE COMMUNITY WILL TAKE TO PRESERVE OR EXPAND THE AVAILABILITY OF HOUSING FOR MODERATE INCOME PERSONS:

Continue to implement the Coastal replacement housing inclusionary housing requirements of Government Code Section 65590.

Where appropriate the city will offer density bonuses or other incentives pursuant to Government Code Section 65915.

The city will not use CDBG funds to demolish housing occupied by moderate income households unless replacement housing is provided.

The city will continue to use CDBG funds (including program income) to rehabilitate housing for moderate income households.

The city will act as an information source and liaison for private developers interested in using Low Income Housing Tax Credits to develop affordable housing projects.

The city will pursue the development of affordable housing for moderate income households through available funding resources.

Redevelopment Set Aside Funding - Redevelopment Agencies are required to "set-aside´ 20% of their tax increment for lower income housing purposes. The city has and will continue to use the "set-aside" funds in a manner consistent with State Law and in as such way as to assist the moderate income residents of the city.

SPECIFIC ACTIONS THE COMMUNITY WILL UNDERTAKE TO IMPLEMENT ITS THREE GOALS:

The city will provide fast track processing for housing proposals which will provide affordable housing for low and moderate income households.

The city shall continue to administer its Section 8 and voucher assisted housing program. The city shall apply for the Section 8 Existing Certificates and Vouchers which will become available during the three year period.

Zoning changes to help implement the production of housing for low and moderate income households will be considered on a case by case basis.

The city will continue to administer a variety of housing

rehabilitation programs for low and moderate income households.

EXPECTED OR PLANNED REMEDIES:

PROBLEM: Lack of vacant land suitable for new construction.
REMEDY: The city where appropriate write down land with CDBG funds and/or available resources to make the purchase and clearing of sites economically feasible. Such other incentives, as may be appropriate and within the City's authority to offer will be tended to developers if the proposed development includes a percentage of percentage of low/moderate units.

REHABILITATION - MAJORITY BENEFIT TO LOW AND MODERATE INCOME HOUSEHOLDS ASSURANCE:

1. OWNER OCCUPIED UNITS:
   The city will require owners applying for rehabilitation or home improvement loans/grants to complete a loan/grant application which will require the owner to indicate his/her gross income. The owner will also be required to submit a signed copy of his/her latest federal tax return and his/her latest pay receipt. The incomes will be checked against the latest HUD Section 8 income limits. The city's rehabilitation program is not limited to only low/moderate income households. However, the awarded applications will be monitored to assure that at least a majority of the loans/grant are made to low/moderate income households.

2. RENTAL UNITS:
   Currently the city's rehabilitation and home improvement program for rental units is designed to only benefit low and moderate income renters. To assure compliance, the city will require all landlords seeking rehabilitation and/or home improvement loans/grants to submit a signed certification that he/she has surveyed the incomes of the tenants and that all of the tenants have incomes equal to or less than the Section 8 Lower Income Limits for the applicable household size. The city will periodically conduct its own surveys to assure that the landlord certifications are accurate.

   HUD'S Rental Rehabilitation Grant Program will be reviewed in the first year of this HAP and within the capacity of the City to administer Section 8 Mod Rehab, Section 312 Rehab, and HUD Rental Rehab Grant Program all three resources shall be utilized.

PART III, GENERAL LOCATIONS *

PRIORITY CENSUS TRACTS FOR NEW CONSTRUCTION:

179
180

PRIORITY CENSUS TRACTS FOR SUBSTANTIAL REHABILITATION.

179
180

CENSUS TRACTS ACCEPTABLE FOR NEW CONSTRUCTION:

171.01	179
178.01	180
178.03	198
178.04	200.03

CENSUS TRACTS ACCEPTABLE OR SUBSTANTIAL REHABILITATION

171.01	179
178.01	180
178.03	198
178.04	200.03

* THE CENSUS TRACTS LISTED COMPRISE ALL CENSUS TRACTS IN THE CITY OF CARLSBAD. A map of all census tracts in the City including the number of occupants nd median income for each tract is attached.

PART IV. ANNUAL GOAL NARRATIVE:
SPECIFIC ACTIONS THE COMMUNITY WILL TAKE TO MINIMIZE DISPLACEMENT OF LOW INCOME HOUSEHOLDS:

The city's condominium conversion ordinance setting standards and procedures has not resulted in the loss of any unit available to low income households. No conversions have occurred, nor are any planned. The city is prepared to evaluate and consider actions necessary to maintain its low income rental housing stock beginning with year one of this HAP if, in fact, conversions would tend to reduce low income rental units.

The city will not widen any streets and/or removes houses in low income areas unless affordable replacement housing is available.

The city will not undertake any CDBG activities which will result in the displacement of low income households.

Pursuant to Government Code Section 65590, the city will not approve the demolition or conversion of residential units located in the Coastal Zone occupied by low income households, unless appropriate replacement housing will be provided.

SPECIFIC ACTIONS THE COMMUNITY WILL TAKE TO MINIMIZE DISPLACEMENT OF MODERATE INCOME HOUSEHOLDS:

The City's condominium conversion ordinance setting standards and procedures has not resulted in the loss of any units available to low income households. No conversions have occurred, nor are any planned. The city is prepared to evaluate and consider actions necessary to maintain its low income rental housing stock beginning with year one of this HAP if, in fact, conversions would tend to reduce moderate income rental units.
The City will not widen any streets during the first incremental year.

The City will not undertake any CDBG activities which will result in the displacement of moderate income households.

Pursuant to Government Code Section 65590, the City will not approve the demolition or conversion of residential units located in the Coastal Zone occupied by moderate income households, unless appropriate replacement housing will be provided.

SPECIFIC ACTIONS THE COMMUNITY WILL TAKE TO PRESERVE OR EXPAND THE AVAILABILITY OF HOUSING FOR LOW INCOME PERSONS:

The City will not use CDBG funds to demolish occupied low income households unless replacement housing is provided.

Continue to implement the Coastal replacement housing inclusionary housing requirements of Government Code Section 65590.

Where appropriate the City will offer density bonuses or other financial incentives pursuant to Government Code Section 65915.

The City will continue to use CDBG funds (including program income) to rehabilitate housing for low income households.

Mobilehome Occupant Assistance Program - The City has assisted and will seek to continue that assistance to permit low income mobilehome residents to convert to resident ownership.

Low Income Housing Tax Credits - Since the passage of the 1986 Tax Act, the State has established a program enabling developers of rental housing receive federal and state tax credits if a portion of the units in their projects are reserved for low and very low income households. As developers gain an understanding on how to best utilize this new program, it is expected that tax credits will become a viable program.

The City will try to tandem the program with other programs and funding sources to provide low income rental housing units.

Section 8 (Existing) / Housing Vouchers - The Section 8 Certificate and Voucher Rental Assistance Payment Programs assist very low income households with their rental payments. The City will apply for unit allocations as they are available from HUD.

Farm Worker Housing - Additional housing for farm workers is needed. The City will investigate, review, and make every attempt to use any State or Federal funds targeted for farm worker housing.

Redevelopment Set-Aside Funding - Redevelopment Agencies are required to "set-aside" 20% of their tax increment for lower income housing purposes. The City has and will continue to use the "set-aside" funds in a manner consistent with State Law and in such way as to assist the low income resident of the City.

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Zoning changes to help implement the production of housing for low and moderate income households will be considered on a case by case basis.

The City will continue to administer a variety of hosing rehabilitation programs for low and moderate income households.

The City shall continue to administer its Section 8 and Voucher Assisted Housing Program. The City shall apply for the Section 8 Existing Certificates, the Section 8 Moderate Rehab units, and the Section 8 Vouchers which will become available during the three year period.

REHABILITATION - MAJORITY BENEFIT TO LOW AND MODERATE INCOME HOUSEHOLDS ASSURANCE:

1. OWNER OCCUPIED UNITS:
   The city will require owners applying for rehabilitation or home improvement loans/grants to complete a loan/grant application which will require the owner to indicate his/her gross income. The owner will also be required to submit a signed copy of his/her latest federal tax return and his/her latest pay receipt. The incomes will be checked against the latest HUD Section 8 income limits. The city's rehabilitation is not limited to only low/moderate income households. However, the awarded applications will be monitored to assure that by least a majority of the loans/grant are made to low/moderate income households.

2. **RENTAL UNITS:**
   Currently the city's rehabilitation and home improvement program for rental units is designed to only benefit low and moderate income renters. To assure compliance, the city will require all landlords seeking rehabilitation and/or home improvement loans/grants to submit a signed certification that he/she has surveyed the incomes of the tenants and that all of the tenants have incomes

equal to or less than the Section 8 Lower Income Limits for the applicable household size. The city will periodically conduct its own surveys to assure that the landlord certifications are accurate.

HUD'S Rental Rehabilitation Grant Program will be reviewed in the first year of this HAP and within the capacity of the City to administer Section 8 Mod Rehab, Section 312 Rehab, and HUD Rental Rehab Grant Program all three resources shall be utilized.

EXPECTED OR PLANNED IMPEDIMENTS AND PLANNED REMEDIES:

PROBLEM: Lack of vacant land suitable for new construction.

REMEDY: The city will write down land with CDBG funds and/or available resources to make the purchase and clearing of sites economically feasible. Such other incentives, as may be appropriate and within the City's authority to offer, will be tended to developers if the proposed development includes percentage of low/moderate units.

CARLSBAD: REVISED HAP (October 1, 1988 through September 30, 1991)

Methodology for Revisions

A. PART 1, TABLE I, HOUSING STOCK CONDITION
STANDARD AND SUBSTANDARD

1) Units = 25,786 (total) (DOF 1988) + (Building Permits)
2) Vacant = 1,312 (DOF 1988) + (Building Permits x Vacancy Rate)
3) Occupied = 24,474 (DOF 1988) (1-2)
Owner/Renter Ratio

Census 1980	Renter	/	Total	=	1988 Percent
% SF =	1,638	/	8,823	=	18.6%
2-4 =	754	/	982	=	76.8%
5+ =	2,464	/	2,961	=	83.2%
MH =	65	/	820	=	7.9%

DOF 1988	+	Bldg. Permits Jan. 1-Oct. 1 1988	x	1980	=	Renter Estimate 1988
SF = 14,672	+	272	x	.186	=	2,779
2-4 = 2,658	+	70	x	.768	=	2,095
5+ = 7,124	+	40	x	.832	=	5,960
MH = 925	+	25	x	.079	=	75
						10,909

Total Occupied Renter 1988 = 10,909
Total Occupied Owner 1988 = 13,565 (24,474-10,909)

4) Vacancy Rate = 5.09% (1988 DOF)

Vacant for Sale	1980	=	329	
Vacant for Rent	1980	=	+ 565	
			894	Total Vacant 1980

*The proportions of the housing stock that are substandard are not inconsistent with local housing authorities' information regarding housing units that do not meet local building/housing codes. These local codes meet or exceed the Housing Quality Standards (HQS). Thus, the substandard unit totals would exceed the total for units not meeting HQS requirements. In addition, this definition of substandard was used to insure regionwide consistency and compatibility of the Housing Assistance Plan housing condition assessment with the "fair share" planning program as well as local housing elements.

% Vacant Sale = 329 / 894 = 36.8%
% Vacant Rent = 565 / 894 = 63.2%

1,312 x .368 = 483 **Total Owner Vacant 1988 Est.**
1,312 x .632 = 829 **Total Renter Vacant 1988 Est.**

5) 9,713 Owner Occupied Standard (1985 HAP)
+ 186 Owner Occupied Substandard (1985 HAP)
9,899 Total Owner Occupied (1985)

Standard Owner
9,713 / 9,899 = Percent 1985 = 98.1%

Total Owner Occupied (1988) = 13,565 (Step 3)

6A = 13,307 .981 x 13,565 = 13,307 **Owner Occupied Standard (1988 HAP)**

6) 5,173 Renter Occupied Standard (1985 HAP)
+ 450 Renter Occupied Substandard (1985 HAP)
5,623

5,173/ 5,623 = Standard Renter Percent 1985 = 92.0%

Total Renter Occupied (1988 HAP) = 10,909 (Step 3)

7A = 10,036 .920 x 10,909 = 10,036 **Renter Occupied Standard (1988 HAP)**

7) 13,565 Step 3 - Total Owner Occupied (1988)
-13,307 Step 5 - Owner Occupied Standard (1988)
6C = 258 258 **Owner Occupied Substandard (1988 HAP)**

8) 10,909 Step 3 - Total Renter Occupied (1988)
7C = 873 -10,036 Step 6 - Renter Occupied Standard (1988)
873 **Renter Occupied Substandard (1988 HAP)**

9) 672 Owner Vacant Standard (1985)
+ 14 Owner Vacant Substandard (1985)
686 Total Owner Vacant 1985

672/686 = 98.0% = Standard Owner Vacant Percent

Total Owner Vacant 1988 = 483

6B = 473 483 x .980 = 473 **Standard Owner Vacant (1988 HAP)**

10) 483 Step 4
6D = 10 -473 Step 9
10 **Substandard Owner Vacant (1988 HAP)**

11) 466 Renter Vacant Standard (1985 HAP)
+ 41 Renter Vacant Substandard (1985 HAP)
507 Total Renter Vacant (1985)

466 / 507 = Standard Renter Vacant Percent = 92.0%

Total Renter Vacant 1988 = 829

7B = 763 829 x .921 = 763 **Standard Renter Vacant (1988 HAP)**

12) 829 Step 4
-763 Step 11
7D = 66 66 **Substandard Renter Vacant (1988 HAP)**

13) 156 $\begin{pmatrix} 6E \\ 1985 \\ HAP \end{pmatrix}$ / 186 $\begin{pmatrix} 6C \\ 1985 \\ HAP \end{pmatrix}$ = .839

SUBSTANDARD UNITS SUITABLE FOR REHABILITATION

Substandard units are "suitable for rehabilitation" if they are:

1. Structurally sound (based upon proportion of deteriorating to dilapidated and inadequate original construction); and

2. Economically feasible for rehabilitation (based upon housing rehabilitation program experiences which are not inconsistent with the total identified.

In addition, the definition of suitable for rehabilitation was used to insure regionwide consistency and compatibility of the Housing Assistance Plan housing condition assessment with the "fair share" planning program as well as local housing elements.

.839 x 258 (6C 1988 HAP) = 216 **Total Owner Occupied Substandard (1988 HAP)**

6E = 216

14) 378 $\begin{pmatrix} 7E \\ 1985 \\ HAP \end{pmatrix}$ / 450 $\begin{pmatrix} 7C \\ 1985 \\ HAP \end{pmatrix}$ = .840

.840 x 873 (7C 1988 HAP) = 733 **Total Renter Occupied Substandard (1988 HAP)**

7E = 733

15) 23 $\begin{pmatrix} 6F \\ 1985 \\ HAP \end{pmatrix}$ / 156 $\begin{pmatrix} 6E \\ 1985 \\ HAP \end{pmatrix}$ = .147

.147 x 216 (6E 1988 HAP) = 32 **Owner Lower Income Occupied Substandard (1988 HAP)**

6F = 32

16) 121 $\begin{pmatrix} 7F \\ 1985 \\ HAP \end{pmatrix}$ / 378 $\begin{pmatrix} 7E \\ 1985 \\ HAP \end{pmatrix}$ = .320

.320 x 733 (7E 1988 HAP) = 235 **Renter Lower Income Occupied Substandard (1988 HAP)**

7F = 235

17) 12 $\begin{pmatrix} 6G \\ 1985 \\ HAP \end{pmatrix}$ / 14 $\begin{pmatrix} 6D \\ 1985 \\ HAP \end{pmatrix}$ = .857

.857 x 10 (6D 1988 HAP) = 9 **Owner Vacant Substandard (1988 HAP)**

6G = 9

18) 34 $\begin{pmatrix} 7G \\ 1985 \\ HAP \end{pmatrix}$ / 41 $\begin{pmatrix} 7D \\ 1985 \\ HAP \end{pmatrix}$ = .829

.829 x 66 (7D 1988 HAP) = 55 **Renter Vacant Substandard (1988 HAP)**

7G = 55

B. PART 1, TABLE II, RENTAL SUBSIDY NEEDS

1,304 (8K 1985 HAP)
+737 (10K 1985 HAP)
2,041 Total RSNLIH[1]
2,041 / 5,623 (7A + 7C 1985 HAP) = .363

2) .363 x $\frac{32.6 \text{ (1986 SP)}^2}{27.1 \text{ (1980 SP)}^2}$ SRA 41 (Percent Lower Income Households)

.363 x 1.20 = .436 (1988 % Renters RSNLIH)

3) .436 (Step 2) x 10,036 (7A 1988 HAP) = 4,376 1988 Renters - RSNLIH

4) 737 (10K 1985 HAP) + 1,304 (8K 1985 HAP) = 2,041 1985 Renters - RSNLIH
1,304 / 2,041 = .639

5) .639 x 4,376 (Step 3) = 2,796 **Total Very Low Income (1988 HAP)**

8K = 2,796

[1]RSNLIH = Rental Subsidy Need of Lower Income Households.

[2]SP = SourcePoint, 1986 Household Income Report.

6) 4,376 (Step 3)
-2,796 (Step 5)
1,580 **Total Other Lower Income (1988 HAP)**

10K = 1,580

7) 65-75+ 1980 = 17.6% (CPC) 19.3% (9H 1985 HAP) x $\frac{18.8\%}{17.6\%}$ = 21.0%
1987 = 18.8% (CPC)

Percent Elderly Very Low Income (1988 HAP)

9H = 21.0%

8) 100.0% - 21.0% = 79.0%
Split 79.0 in same portion SF/LF
1984 72.9% / 80.7% = 90.3%
9I = 71.3% 79.0% x 90.3% = 71.3% SF **Percent Small Family Very Low Income (1988 HAP)**
9J = 7.7% 79.0% - 71.3% = 7.7% LF **Percent Large Family Very Low Income (1988 HAP)**

		Step 5		Step 7		
8H = 587	9)	8K	x	9H		
		2,796	x	.210	= 587	**Elderly Very Low Income (1988 HAP)**

		Step 5		Step 8		
	10)	8K	x	9I		
8I = 1,993		2,796	x	.713	= 1,993	**Small Family Very Low Income (1988 HAP)**

11) Step 5 - (Step 9 + Step 10)
8J = 216 8K - (8H + 8I) = 8J
2,796 - (587 + 1,993) = 216 **Large Family Very Low Income (1988 HAP)**

			10H	10K
	12)	1.07 (Step 7) x 16.7	(123 /	737 1985 HAP)
		1.07 x .167 = .179		

13) 100.0% - 17.9% = 82.1%
(1984) 75.0% / 83.3% = .900
82.1% x 90.0% = 73.9% (SF) 8.2% (LF)

10H = 283	14)	1,580 x .179 = 283	**Elderly Other Lower Income (1988 HAP)**
10I = 1,168		1,580 x .739 = 1,168	**Small Family Other Lower Income (1988 HAP)**
10J = 129		1,580 x .082 = 129	**Large Family Other Lower Income (1988 HAP)**

15) ETR unchanged

16) Displacees to be added by city

REVISED NARRATIVE

UNSOUND HOUSING BY RACE

A-1) Total lower income minority in unsound housing = .138 (1985 HAP (Step A-2)

$$13.5\% \times \frac{10.8\% \text{ (1987 total minority CPC)*}}{8.8\% \text{ (1980 total minority)}} = 16.6\% \text{ (1988 HAP)}$$

A-2) Update Minority Distribution

	1980	1987
Black	4.8	4.9
Indian Asian Others	4.0	5.9
	8.8	10.8
Hispanic	10.4	12.4

A-3) Use CPC to adjust substandard by race

.166 x 258 (6C 1988 HAP) = 43 Minorities in Owner Substandard (1988 HAP)
.166 x 873 (7C 1988 HAP) = 145 Minorities in Renter Substandard (1988 HAP)

A-4) Adjust distribution by race using CPC for Indian, Asian, & Others

- Use 1988 HAP (A-1) percent (16.5%) as control total.
- Assume Indian and Others relatively unchanged
- Assume percent change in others (CPC) due to Asian increase

	1985 HAP	x	1988 CPC	=	1988 HAP Percents
Black	1.6	x	4.9(Step A-2) / 4.8 (1980)	=	1.6
Indian	0.0	x	No Change	=	0.0
Asian	2.7	x	5.9 (Step A-2) / 4.0 (1980)	=	4.0
Other	9.8	x	Balance	=	11.0
Total	13.5%				16.6%

*CPC = California Population Characteristics (Center for Continuing Study of the California Economy, 1988)

A-5) Distribute minority among owner/renter unsound housing control totals

	1988 Step A-4	Owner	Renter
Black	(1.6 / 16.6 = 9.6%)	4 (9.6% x 43)	14 (9.6% x 145)
Indian	(0.0 / 16.6 = 0.0%)	0 (0.0% x 43)	0 (0.0% x 145)
Asian	(4.0 / 16.6 = 24.1%)	10 (24.1% x 43)	35 (24.1% x 145)
Others	(11.0 / 16.6 = 66.3%)	29 (66.3% x 43)	96 (66.3% x 145)
Total		43 (Step A-3)	145 (Step A-3)

A-6) Hispanic

1980 Distribution (1980 Census)	1988 Distribution (CPC)
10.4	12.4

12.4 / 10.4 =1.19 (Control Total)

A-7) From 1985 HAP (Step C) 28.7% Hispanic occupied unsound housing, adjusting for Hispanic growth

28.7 x 1.19 (Step A-6) = 34.1% (1988 HAP)

A-8) 258 (6C 1988 HAP) x .341 = 88 Hispanic owners unsound housing (1988 HAP)
873 (7C 1988 HAP) x .341 = 298 Hispanic renters unsound housing (1988 HAP)

LOWER INCOME OVERPAYERS BY RACE

A-1) Proportion minorities overpayers = .112 (1985 HAP, Step E)

A-2) Increase in minorities as a whole 16.6 (1988 HAP) / 13.5 (1985 HAP Step A-2) = 1.23

A-3) .112 (A-1) x 1.23 (A-2) = 13.8% minorities overpayers 1988

A-4) Adjust distribution by minority categories

	1980 Census % of All Minorities	x	1988 CPC 1980 Census % of Households	=	1988 HAP % of All Minorities
Black	7.3%	x	4.9 / 4.8	=	7.5%
Indian	4.3%	x	No change	=	4.3%
Asian	34.8%	x	5.9 / 4.0	=	51.3%
Others	53.6%	x	Balance	=	36.9%
	100.0%				100.0%

A-5) 8K = 2,798 (1988 HAP)
10K = +1,580 (1988 HAP)
4,376 Total RSNLIH (1988 HAP)

A-6) 4,376 x .138 (Step A-3) = 604
Lower income minority households with rental subsidy need 1988

A-7) Distribute by minority categories using control total and total percent from (Step A-4) and apply 1985 HAP Step F-1 to control totals; i.e., for blacks .075 x 604 (Step A-6, above) = 45 which is distributed by type.

	Elderly	Small Family	Large Family	Total	% (Step A-4)
Black	11 (24.1)	30 (67.8)	4 (8.1)	45	(7.5%)
Indian	6 (23.7)	18 (67.9)	2 (8.4)	26	(4.3%)
Asian	73 (23.7)	211 (67.9)	26 (8.4)	310	(51.3%)
Others	53 (23.7)	151 (67.9)	19 (8.4)	223	(36.9%)
				604	(Step A-6)

A-8) For Hispanic
.187 Hispanic RSNLIH x (1984 HAP, Step F-2) $\frac{12.4}{10.4} = 1.19$ $\frac{\text{1988 Total \%}}{\text{1984 Total \%}}$
.187 x 1.19 = .223 (1988 Proportion)

A-9) .223 x 4,376 (Step A-5) = 976 Hispanic RSNLIH (1988 HAP)

A-10) Hispanic RSNLIH by household type: using 1980 proportions and 1988 Total (Step A-9)

Elderly	Small Family	Large Family	Total
23.8%	67.8%	8.4%	976
232	662	82	

DISPLACEES (from jurisdictions)

HANDICAPPED

The data available from the census for handicapped-related items include responses to two disability questions. For the City of Carlsbad the following data, revised to 1988, are presented by applying 1988/1980 total increase (1.97) to proportions of 1980 total to each factor from 1985 HAP.

1980 Total Population	1988 Figure Total Population (DOF)
29,964	58,888

Work Disability

A.	With work disability	4,086	
	1. In labor force		1,395
	2. Not in labor force		2,691
	a. Prevented from working		2,043
	b. Not prevented from working		648
B.	No work disability	54,943	
	Total	59,029	

Transportation Disability

A.	Age 16-64	
	With a public transportation disability	699
	No public transportation disability	58,330
B.	Age 65+	
	With a public transportation disability	1,375
	No public transportation disability	8,449

Although HUD defines handicapped as "capable of independent or group home living" which does not coincide with the definition of the census, transportation and work disabilities certainly constitute the main ingredients to determine independent living.

Although no crosstabulations of income, household size, or race with disability are available, one could assume that a substantial portion of the handicapped would fall within the Section 8 income limits, especially those households not in the labor force. Further, one could assume a substantial portion of the lower income handicapped would fall into the "in need" category. Their housing needs are further compounded by design and location requirements which are limited in supply and more expensive. The special needs of handicapped households, for example, may require ramps, holding bars, special bathroom design, lower cabinets, and elevators (in two or more story buildings).

In Carlsbad the elderly comprise 66.3% to the total disabled from public transportation. The balance of 33.7% were small family and large family.

Based on conversation and limited information from the Community Service Center for the Disabled (CSCD), and the San Diego Regional Center of the State Department of Reghabilitation, the balance appears to be small family concentrated. Thus, an estimate was made.

It was assumed that positive responses to the two disability questions would be considerably overlapped. To avoid double-counting, the 699 persons of age 16-64 with a transportation disability were omitted from the total.

Disabled

Work disability	4,086
Transportation disability, age 65+	+ 1,375
	5,461

Family size distribution could be estimated based upon the following assumptions: the Census defines disability as the presence of a physical, mental, or other health condition

which has lasted six or more months and which limits or prevents a particular type of activity. The term "health condition" refers to any physical or mental problem which has lasted for six months or more. A serious problem with seeing, hearing, or speech would be considered a health condition, whereas pregnancy or a temporary health problem such as a broken bone that is expected to heal normally would not be considered a health condition.

Categories of work disability status are as follows:

With a work disability. Persons who have a health condition which limits the kind or amount of work or prevents working at a job or business. A person is limited in the kind of work he or she can do if a person has a health condition which restricts his or her choice of jobs. A person is limited in amount of work if he or she is not able to work at a full time job (35 or more hours per week) job or business. Within this category, tabulations are frequently provided on the number of persons with a work disability who are not in the labor force.

Prevented from working. Persons not in the labor force who have a health condition which prevents working at any job or business.

Public transportation disability category is as follows:

With a public transportation disability. Persons who have a health condition which makes it difficult or impossible to use buses, trains, subways, or other forms of public transportation.

Limitations: The disability item was included in the 1980 Census because of the need for local area data on the relative prevalence of work and public transportation disabled persons. The decision to include the item was made even though there was test evidence that there was likely to be a problem with data reliability. Specifically, an analysis of the 1976 National Content Test, which collected disability information in both an original interview and a subsequent re-interview, showed that the indexes of inconsistency for responses to the work and public disability questions were in the moderate to high range.

Historical Comparability: The 1980 disability item was concerned only with work disability and did not attempt to identify persons with a public transporatation disability. The 1980 item did not contain a clause restricting disability to those resulting from a health condition which has lasted six or more months; however, it did contain a separater question about the duration of the disability.

Family Size distribution was estimated as follows:

- Those classified as having a work disability were assumed to be ages 16-64. The 65+ age group would be predominantly retired, and would therefore not be classified as work disabled.

- According to recent HUD estimates, 11.1% of one person non-elderly households are handicapped. Other small and large families have 11.7% disabled, with 19.7% of these being large family.

Distributing the census total by family size according to this proportion and updating for 1988 household estimate of:

Elderly = $\frac{\text{500 (1985 HAP)}}{\text{13,510 (1980 Census Households)}}$ x 24,474 (1988 DOF total households) =
906 handicapped 1988

One Person = $\frac{198}{13,510}$ x 24,474 = 359 Handicapped 1988

Small Family = $\frac{1,665}{13,510}$ x 24,474 = 3,016 Handicapped 1988

Large Family = $\frac{409}{13,510}$ x 24,474 = 741 Handicapped 1988

Elderly	One Person Non-Elderly	Small Family	Large Family
906	359	3,016	741

Grouping the one person households into the elderly category group yields the following 1988 estimate.

Elderly	Small Family	Large Family
1,265	3,016	741

SINGLE INDIVIDUALS WITH DEPENDENT CHILDREN

The Census data, revised to 1988, are as follows by applying 1988 proportions of 1988 households (24,474) vs. 1984 households (16,752 1985 HAP Table 27-1) to 1985 HAP totals for each category.

HOUSEHOLD TYPE AND RACE

	Total	White	Black	Indian	Asian	Other	Hispanic
A. Male Householder, No Spouse, with Children	369	334	15	0	0	20	44
B. Female Householder, No Spouse, with Children	1,149	983	25	31	7	104	196
C. Total A + B	1,518	1,317	40	31	7	124	240

The first table provides a profile of the single parent household with children by race in comparison to all households by race. The following tables provides the percentage of all single parent households with children by race and the percentage of all households by race.

PERCENTAGE HOUSEHOLD TYPE OF ALL RACES

	White	Black	Indian	Asian	Other	Hispanic
% of all households	93.3	0.8	0.3	2.1	3.5	8.3
% of single parent with children	86.7	2.6	2.0	0.5	8.2	15.8

The proportions of minority and Hispanic households with single-parent households with children is substantially higher with the proportions of minority households of all households.

The other comparison that would provide some detail regarding race and single parent households with children is the percentage of such households as a percent of the households for each race.

PERCENTAGE OF HOUSEHOLDS WITH SINGLE PARENTS

	White	Black	Indian	Asian	Other	Hispanic
% of all households of each race	5.8	20.6	46.7	1.4	14.6	11.9

Again, the proportions for minorities are substantially higher than non-minority (white).

The second table also provides several profiles which should be identified. Although no direct income information about single-parent households with children is available, the poverty status of female-headed families is illustrative of the needs of this special group. Female-headed families with children form 6.8% of all families. Further, such families form 43.9% of all below-poverty families, but only 12.3% of all above-poverty families.

Thus, one can assume that the proportion of single-parent households with children forms a significant portion of lower-income households "in need." Although no direct measurement of this need has been provided, the above information provides an indication of the magnitude of such needs. Single parent households require special consideration and assistance because of their greater need for day care, health care, and other facilities.

SPECIAL NEEDS

The following information will present two additional categories of need under this section of the narrative: military and student.

Military: The military population's influence on the demand for housing takes two forms: (a) the existing service households trying to find housing; and (b) the former (either retirement or non-retirement separations) service households trying to find housing. According to the latest statistics from the Navy Housing Referral Office, 43,899 military families are eligible for housing. Of course, the major concentrations of military population center around Camp Pendleton (immediately north of Oceanside), Miramar Naval Air Station (north area of the City of San Diego), and other Navy stations

in the Central and South Bay areas of the Cities of San Diego, Coronado, National City, Chula Vista, and Imperial Beach.

The Department of Defense Housing Survey is compiled in order to determine military family housing needs, especially in the context of new construction goals. The following information is a summary of the findings for fiscal year 1990.

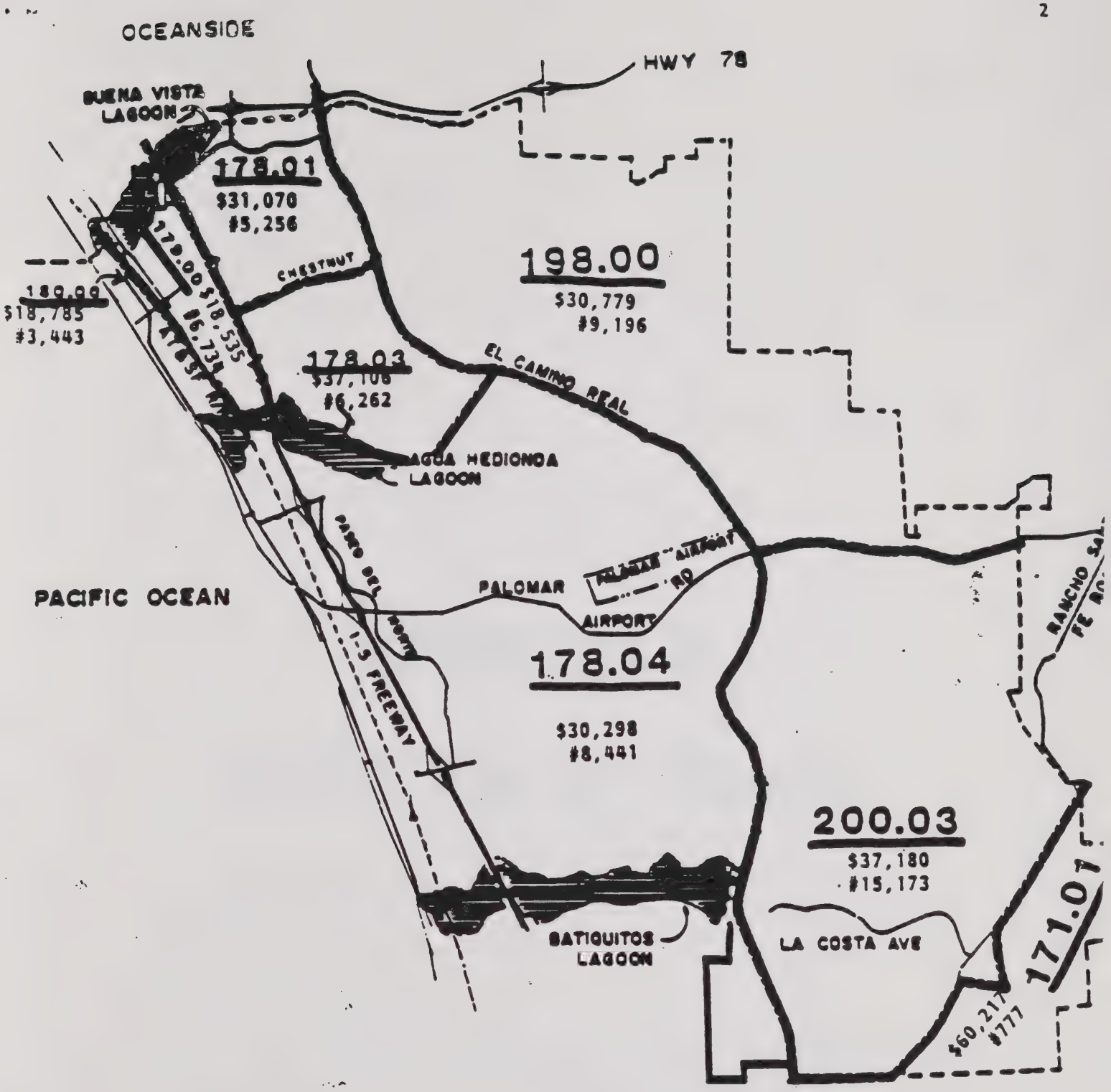
MILITARY HOUSING SURVEY
SAN DIEGO REGION

1.	Gross military strength	108,651
2.	Gross Eligible Housing requirements	42,352
3.	Voluntarily separated	3,619
4.	Effective requirements (2-3)	38,733
5.	Program limit (90% of 4)	34,860
6.	Military Family Housing	6,878
7.	Non-military Family housing	25,314
8.	Projected net deficit (4-[6+7])	6,541
9.	Projected Programable Deficit (5-[6+7])	2,868

The existing military family housing is scattered around the region but several communities have substantial portions of their total housing stock comprised of military family housing.

Student. Student housing is also a cause for concern. Although each student may produce only an individual temporary housing need, the impact upon housing demand and, of course, post-study residence, is critical, especially in the immediate university areas. The University of California at San Diego, for example, provides about 3,600 accommodations on eampus; more than 6,000 students require off-campus housing in areas (La Jolla and North Shore) that are even more costly than most housing in other parts of San Diego. UCSD expects an increased enrollement of 3,000 students over the next three years, but does not know whether additional on-campus units will be made available. San Diego State Unviersity, the largest university in the region, has an enrollment of 33,000 students, but provides housing for only 2,000 students on-campus. The University of San Diego has about 1,300 on-campus housing units for its student population of just under 4,000. The smaller universities and colleges in the area also generate similar housing problems.

The same market forces that impact the lower income housing population will influence student housing. The high cost of housing, condominium conversions, and student restrictions make it difficult for students to find affordable housing. This influence is extended beyond graduation and has a detrimental impact upon the region's economy. The recent graduates provide a specialized pool of skilled labor that is vital to the region; however, the lack of affordable housing often leads to their departure from the region.



1987 POPULATION BY CENSUS TRACTS (#) AND
1986 ESTIMATES OF HOUSEHOLD MEDIAN INCOME ($)*

*Household income includes all income sources within each household
50% of the households earn above the median income and
50% earn below the median income.

Source: San Diego Association of Governments

APPENDIX G

DEFINITION OF TERMS

DEFINITION OF TERMS

ADEQUATE HOUSING

Housing which is structurally sound, weather tight, with adequate cooking and plumbing facilities, heat, light and ventilation; and provides enough rooms for its occupants within the economic means of the household.

AFFORDABLE HOUSING

The federal standard for affordable housing is that no more than 30 percent of the household income is paid for shelter.

CODE ENFORCEMENT

City actions implemented to carry out the provisions of the Uniform Housing Code, Uniform Building Code, Zoning Code and other regulations to maintain City standards for proper use and development.

COMPREHENSIVE HOMELESS ASSISTANCE PROGRAM

State required planning document which assesses and monitors housing and other social services for the homeless.

CONDOMINIUM CONVERSIONS

A change from the rental or leasing of a residential dwelling to the ownership of the residential unit, e.g. condominium, cooperative or similar form of ownership.

DEPARTMENT OF FINANCE

State department responsible for population estimates provided to cities each year. Estimates are used for state tax and fee disbursements to the regional and municipal levels.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT (HCD)

State department responsible for preparation of the Statewide Housing Element and Housing Element Guidelines, review of local housing elements, and technical assistance for local jurisdictions.

DETERIORATED HOUSING

A residential unit having one or more major defects contributing to the poor condition of a structure as reflected by lack of adequate repair and maintenance. (See Housing Conditions).

DILAPIDATED HOUSING

Units which are unsafe for occupancy due to structural or health hazards and cannot be rehabilitated at a reasonable cost, thus needing to be replaced.

FAMILY

Two or more related people living together in a household (e.g. married couple or adopted person living in a household).

FEMALE HEAD OF HOUSEHOLD

Household headed by a female with children.

GENERAL PLAN

Document which addresses land use issues through data analysis, policy and implementation programs which are all consistent with long-range plans the jurisdiction.

GROUP QUARTERS

A place where ten or more unrelated individuals share common dining room(s) and common entrances; ten or more unrelated individuals not living in a household.

HOMELESS

Families or persons with no fixed or adequate and clean residence.

HOUSING ASSISTANCE PLAN (HAP)

A planning document required by the Federal Department of Housing and Urban Development to assess community housing needs and to link local housing activities closely into the community development and comprehensive planning process. Required of cities utilizing block grant funds for housing projects. This document will be replaced by the **Comprehensive Housing Affordability Strategy (CHAS)** requirement in 1991.

HOUSEHOLDS IN NEED

Those lower income households paying over 30 percent of their income for housing.

HOUSING ELEMENT

Document which consists of identification and analysis of existing and projected housing needs and a statement of goals and objectives and scheduled programs for preservation, improvement and development of housing.

HOUSING STOCK CONDITIONS

The structural condition of housing within a jurisdiction; condition can be categorized as:

a) sound (good) condition
b) suitable for rehabilitation (substandard, deteriorated condition)
c) not suitable for rehabilitation--those units which are not structurally sound and where the cost of rehabilitation will exceed 90 percent of the projected market value after rehabilitation (dilapidated, deteriorated condition).

HOUSING UNIT

The place of permanent usual abode of a person or persons in a single family dwelling, in a single unit in a two family dwelling or, a single unit in a multi-family dwelling.

a) single family unit - unattached housing unit with open space on all sides. Single family units which are attached are categorized as condominiums.
b) multi-family unit - housing unit attached to another along sides, floors and/or ceiling.

HOUSEHOLD

All persons occupying a residential unit.

INCOME RANGES

Those categories established for the purpose of defining households of low, moderate and upper income.

a)	Above Moderate Income -	above 120 percent of the County median income
b)	Moderate Income -	between 81 percent to 120 percent of the County median income
c)	Lower Income -	less than or equal to 80 percent of the County median income
d)	Very Low Income -	less than or equal to 50 percent of the County median income

LARGE FAMILY

A family of five or more.

MANUFACTURED HOUSING

Housing that is predominately constructed off-site and assembled at the housing site.

OVERCROWDING

Households which have 1.01 + person per room.

REHABILITATION

Actions to restore a structure to sound conditions. (See Housing Stock Conditions).

REGIONAL HOUSING NEEDS STATEMENT (RHNS)

Regional Housing Needs Statement developed by San Diego Association of Governments (SANDAG) which provides information on current and projected housing needs (1991-1996) for each community in the region. Information includes, but is not limited to, needs by income category, tenure projections and farmworker needs.

SECTION 8

An existing housing program for low and moderate income families and elderly. The program operates by providing "housing assistance payments" to owners, developers and public housing agencies to make up the difference between the "Fair Market Rent" of a unit, and the tenant's contribution toward the rent (not more than 30 percent of the tenant's income). This existing program gives a subsidy to the owner of an existing housing unit wherever an eligible family rents that unit.

SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG)

The Council of Governments established by local governments in San Diego County to facilitate regional planning for the area.

SPECIAL NEEDS

Assessment of the special needs of such groups as large families, farmworkers, elderly, handicapped and families with female heads of households.

SUBSTANDARD HOUSING

Refers to all deteriorated and dilapidated housing.

APPENDIX H

COASTAL ZONE EXEMPTION

§ 30519.1. City of Carlsbad; housing for persons and families of low or moderate income; issuance of coastal development permits

(a) This section shall apply only to those parcels and areas within the City of Carlsbad for which a local coastal program has been prepared and certified by the commission pursuant to subdivision (f) of Section 30170 or Section 30171.

(b) Any provisions of any such local coastal program with respect to housing for persons and families of low or moderate income shall have no force or effect after January 1, 1982. After that date, housing requirements for those parcels and areas shall be determined pursuant to Section 65590 of the Government Code.

(c) Until such time as, (i) the City of Carlsbad adopts or enacts the implementing actions contained in any such local coastal program, or (ii) other statutory provisions provide alternately for the adoption, certification, and implementation of a local coastal program for those parcels and areas, coastal development permits for those parcels and areas shall be issued by the commission as provided in this subdivision. Notwithstanding any other provision of this division, the commission shall issue a coastal development permit if it finds that a proposed development is in conformity with the certified local coastal program, exclusive of any provisions with respect to housing for persons and families of low or moderate income which have been rendered inoperative pursuant to subdivision (b).

(Added by Stats.1982, c. 43, p. 120, § 14.5, eff. Feb. 17, 1982.)

Library References

Health and Environment ⇐25.5(4), 32.
C.J.S. Health and Environment §§ 28 to 36, 52, 91 et seq., 130, 132.

APPENDIX I

GROWTH MANAGEMENT

A Discussion of the Growth Management Program For Inclusion In The Housing Element

The purpose of this discussion is to describe the City's Growth Management Program and to demonstrate how the program **will not** function as a constraint to development of affordable housing.

I. Background

The City of Carlsbad enacted its Growth Management Program in 1986, basing the program on provision of adequate public facilities. It was first enacted by ordinance in July 1986. Subsequently, a citizens group qualified a ballot initiative which proposed an annual cap on residential development (Proposition G). The City viewed an annual residential cap as not only inconsistent with its facilities based growth management ordinance but also inconsistent with the provision of affordable housing and good land use planning. The City then placed its own measure on the ballot for voter approval (Proposition E). The City's measure proposed an ultimate dwelling unit cap on each quadrant of the City coupled with provision of adequate public facilities concurrent with need. Furthermore, the City's measure stated that it was incompatible with the citizens initiative, and if both measures were approved by a majority of the voters, the one receiving the greatest number of votes would be the only one enacted. Both measures did receive approval by a majority of the voters, and the City's measure received more votes than the citizens initiative. Thus, Proposition E was the only one enacted by vote of the people. The ordinance was then amended to be fully consistent with all provisions of the voter approved measure.

The following will analyze the specific provisions of the Growth Management Program and provide detailed explanation of how affordable housing will be developed consistent with these provisions.

II. Ultimate Dwelling Unit Caps

A. Flexibility Built Into the Program to Allow For Density Increases Where Appropriate.

In the early stages of development of the Growth Management Program it was not intended to institute statutory dwelling unit caps. Rather, the intent was to produce realistic estimates of the ultimate amount of development for purposes of projecting the public facilities that would be needed at buildout. The estimates were arrived at by applying the mid-point of the General Plan's residential density ranges to the remaining vacant, developable, residentially zoned land. Subsequently, as part of Proposition E it was decided to utilize statutory caps as a way of assuring that facilities capacity would not be exceeded at buildout.

Knowing that there would be a need to provide for density bonuses within any caps established by Proposition E, the City added additional units to the original residential buildout estimates. These units were added as a safety margin to address a worst case scenario in which no projects were approved below the Control Points. If this worst case scenario were to occur through buildout of the City, there would still be units available for density bonuses without exceeding the caps. It was anticipated that, in actual practice, some projects in each quadrant would develop at a lower density than the Control Points. This would make additional units available for density increases elsewhere within the quadrant. In other words, room was built into the Proposition E caps to accommodate affordable housing projects at higher densities.

Flexibility was also built into the Control Points to allow for the granting of higher densities. Proposition E provided that the Control Points can be exceeded if the City finds that adequate facilities will be provided and the quadrant caps will not be exceeded. A number of projects have been approved already based upon this finding. A sample list of these projects follows as Exhibit "A". Clearly then, the City has the capability, built into the Growth Management Program from the beginning, to grant higher densities without exceeding the quadrant caps.

Exhibit "A"
SAMPLE OF SELECTED CITY RESIDENTIAL
PROJECTS APPROVED BELOW THE GROWTH CONTROL POINT

PROJECT NO.	*PROJECT NAME*	*UNITS APPROVED*	*UNITS PERMITTED(*)*	*EXCESS UNITS*
SDP 86-12	*Rising Glen*	*73*	*131*	*58*
CT 88-1	*L&R Partnership*	*26*	*72*	*46*
CT 88-2/PUD 88-2	*Vista De La Valle*	*32*	*42*	*10*
CT 90-9/PUD 90-12	*Aviara PA-5*	*147*	*189*	*42*
CT 90-5/CP 90-2	*Aviara PA-7*	*145*	*240*	*95*
CT 89-39/PUD 89-19	*Aviara PA-12*	*108*	*351*	*243*
CT 89-19/SDP 89-7	*Broccato*	*72*	*125*	*53*

(*) Maximum dwelling units per the growth management control point.

B. Dwelling Unit Bank for Affordable Housing

The City's ability to grant higher densities has been refined and made more formalized as we have proceeded with implementation of the Growth Management Program. The quadrant caps were originally calculated based on gross information available at the time. Subsequently, Local Facilities Management Plans have been produced for eighteen of the

twenty-five zones of the City. These Zone Plans have projected residential buildout at a much more accurate level. For example, each zone plan contains a 200' scale map of the physical and environmental constraints that exist within the zone. This mapping has provided the City with a vastly improved picture of the amount of developable acreage within each zone and quadrant.

As a result of the production of these Zone Plans, the City has verified that the projected amount of residential development within each quadrant based on the control points will be less than the Proposition E caps. In fact, it is now projected that the amount of residential development based on the Zone Plans may eventually be more than 2,500 units under the Proposition E Caps for the City as a whole.

This is an extremely important point to understand about Carlsbad's Growth Management Program. It means that if each of the 25 Zones were to develop according to its Zone Plan at the maximum density that the Control Points will allow, there will still be units available under the cap for granting density increases. As noted above, this was designed into the program, and it has been further refined by the zone plans that have been completed thus far.

The units available for density increases due to the above are known as "excess units." To ensure that these units are retained for the primary purpose of encouraging affordable housing by means of density bonuses, the City has established a Bank of excess units and a City Council Policy (No. 43) for allocation of these units. The Policy was adopted in February 1990, and is attached as Exhibit "B".

C. Additions to Bank Due to Individual Project Density Reductions

There is yet another source of excess dwelling units to be added to the Bank. As anticipated, some projects in each quadrant are being designed and constructed at less than the Control Points. This occurs for a variety of reasons. In many cases it is a marketing decision by the developer to provide larger lots. Regardless of the reason, these projects free up more units because the projected residential buildout for the Zone is predicated upon everyone building at the Control Point. Exhibit "A" provides several recent examples of density reductions which will make more excess units available for other properties in the quadrant. These excess units are added to the Bank and are available for density increases within that quadrant to encourage affordable housing. As indicated above, these units are retained by the City and allocated in accordance with adopted City Council Policy No. 43.

In summary, the City has a Bank of Excess Dwelling Units that are available for density increases without exceeding the quadrant caps. It is estimated that the bank will approximate over 2,500 units. Excess units are made available from three sources:

1. Additional units built into the quadrant cap numbers in the beginning of the program.

2. Zone Plan residential buildout numbers for a given quadrant that are cumulatively less than the quadrant cap.

3. Reductions in some individual project densities.

In conclusion, the dwelling unit caps that are a part of the City's Growth Management Program will not be constraints to development of affordable housing because a sufficient number of Excess Units will be available to grant density bonuses wherever appropriate.

III. Requirement for Adequacy of Public Facilities

In addition to setting an ultimate dwelling unit cap, the City's Growth Management Program requires that adequate public facilities be planned, funded, and constructed concurrent with the need generated by new development. To implement this requirement, the City has been divided into 25 Local Facility Management Zones. Each Zone is required to prepare a Local Facilities Management Plan as a prerequisite to development.

Zones 1 through 6 are the in-fill areas of the City, and those Zone Plans were prepared by City staff. Most facility needs for these zones are addressed by the City's Capital Improvement Program through typical fees. In the rest of the zones, the property owners are responsible for preparing the Zone Plans. As part of these plans, the property owners must indicate how the public facilities needed by the zone will be paid for. The first privately prepared plan was Zone 19. This plan contained acceptable financing provisions. Thus, zones 1 through 6 and 19 are able to develop normally at this time.

Zones 7, 8, 9, 11, 12, 14, 15, 18, 20, 22, and 24 prepared Zone Plans that did not contain acceptable facility financing provisions. Their primary deficiency was in addressing certain citywide facilities. However, the plans were otherwise satisfactory and useful for planning purposes. It was decided to conditionally approve these plans, subject to later preparation of an acceptable Financing Plan. With conditional approval of their plans, the property owners have generally been able to obtain Master Plans, Tentative Subdivision Maps, and other similar discretionary approvals for their land. In the absence of an approved Financing Plan, they cannot obtain a Final Map, grading permit, or building permit.

In order to facilitate financing for the Citywide facilities, the City has pursued a large-scale Mello Roos Community Facilities District (CFD). The CFD required some time to assemble, but it is now fully approved and operational. With this key financing program in place, it is now possible for the zones listed above to complete their required Financing Plans. The Financing Plan for Zone 7 is the furthest along and is expected to go to the City Council for approval in July 1991. Financing Plans have also been submitted to staff for review for zones 11, 12, and 20. Approval of these plans is expected to follow closely after Zone

7.

Financing Plans for zones 9, 14, 15, 18, 22, and 24 will be submitted by the property owners when they are ready to proceed with their development. Zone Plans for zones 13, 16, and 21 are in preparation at this time. Zone Plans for zones 10, 17, 23, and 25 will be submitted when the property owners are ready to pursue discretionary approvals.

The facility requirement of the Growth Management Program has probably had the effect of a temporary moratorium within certain zones, but it did not stop housing production. During the five year period from 1986 through 1990, a total of 4,991 new dwelling units were constructed. This development took place in zones 1 through 6 and 19, as well as other zones where "pipeline" projects were to go to completion. Development will soon resume in Zones 7, 11, 12, 20, and other zones. The City is in an excellent position to encourage and facilitate the development of a significant affordable housing component in the large, undeveloped areas of these zones. Therefore, in looking to the future, **the requirement for provision of adequate public facilities concurrent with need will not inhibit or act as a constraint to the development of affordable housing in Carlsbad.**

EXHIBIT "B" ATTACHMENT 2

CITY OF CARLSBAD

COUNCIL POLICY STATEMENT

Policy No. 43

Date Issued 2/6/90

Effective Date 2/6/90

Cancellation Date

Supersedes No.

General Subject: PROPOSITION E "EXCESS" DWELLING UNIT ALLOCATION

Specific Subject: FORMAL PROCEDURE ESTABLISHING GUIDELINES FOR ALLOCATION OF PROPOSITION E "EXCESS" DWELLING UNITS.

Copies to: City Council, City Manager, City Attorney, Department and Division Heads, Employee Bulletin Boards, Press, File

PURPOSE

To establish guidelines for allocation of "excess" dwelling units when, following the adoption of all residential Local Facilities Management Plans within a quadrant, the Proposition E quadrant cap is greater than the number of dwelling units approved or issued after November 4, 1986 plus the allowable units per the Growth Management Control Points.

STATEMENT OF POLICY

Although it should not be mandatory that excess dwelling units be allocated if they become available and it would be desirable to not attain the ultimate residential dwelling unit caps established by the adoption of Proposition E, the following criteria is established to determine eligibility for consideration of "excess" dwelling unit allocation, subject to the required findings in Proposition E.

Projects eligible for consideration in order of priority include:

1. Housing development for low or moderate-income households as defined by California Government Code Section 65915.

2. Senior citizen housing as defined by Carlsbad Municipal Code Section 21.18.045.

3. Infill Single Family Subdivisions, Zoned R-1, that meet all development standards and where lot sizes are equal to or greater than adjacent subdivided R-1 properties.

4. Projects within the existing general plan density range that provide, without other compensation, for some significant public facility not required as part of the development process.

5. Projects proposing a zone change from non-residential to residential based upon the following findings:
    a) The property was zoned for other than residential use on July 1, 1986
    b) The property is compatible for residential use without significant mitigation.
    c) The density of the project does not exceed the Growth Management Control Point of any adjacent residential property.

ATTACHMENT 3

TABLE 40A

CONSTRAINTS AND MITIGATING OPPORTUNITIES
(A Cross Tabulation of Needs and Solutions)

Constraints	*Policies/Programs Offering Mitigating Opportunities*
Land Use Controls	*Program 2.4 (Adaptive Reuse)* *Program 2.5 (Mixed Use)* *Program 3.4.a (Senior/Elderly)* *Program 3.7.b (Alternative Housing)* *Program 3.11 (Smaller More Affordable Housing)*
Growth Management	*Program 3.8 (Growth Management)*
General Plan Densities	*Program 2.3 (Developable Acreage)* *Program 3.7.a (Density Bonus)* *Program 3.7.h (General Plan Changes)* *Program 3.8 (Growth Management)*
Redevelopment Plan	*Program 1.6 (Rehab Subsidies)* *Program 1.7 (Acquisition & Rehab)* *Program 1.8 (Rehab Incentives)* *Program 1.9 (Rehab - Homeowners)*
Open Space Requirements	*Program 2.2 (Development Standards)*
Development Standards	*Program 2.2 (Development Standards)* *Program 3.7.b (Alternative Housing)*
Building, Electrical and Plumbing Codes	*Program 3.7.b (Alternative Housing)*
Code Enforcement Programs	*Program 1.5 (Rehabilitation)*
Offsite Improvements	*Program 3.7.g (In-Kind Improvements)*
Fees and Exactions	*Program 3.7.e (Fee Waiver)*
Processing and Permit Processing	*Program 3.7.f (Priority Processing)*
California Environmental Quality Act	*Program 4.1 (Housing Impact Fee)*
Article XXXIV - California Constitution	*Program 3.4.b (Senior/Elderly)*
Staffing	*Program 3.9 (Housing Needs Priorities)*
Financing	*Program 3.10.a (Mortgage Revenue Bond)* *Program 3.10.b (Lending Program)* *Program 3.13 (Community Reinvestment)* *Program 3.14 (Housing Trust Fund)*
Price of Land	*Program 3.12 (Land Banking)*
Cost of Construction	*Program 2.2 (Development Standards)*
Environmental	*NONE*
Drought and Water Supply	*Program 5.2 (Water Conservation)*
Topography	*Program 3.7.g (In-Kind Contributions)*
Sensitive Habitats	*NONE*
Coastal Zone	*Program 1.6 (Rehab Subsidies)* *Program 1.7 (Acquisition & Rehab)* *Program 1.8 (Rehab Incentives)* *Program 1.9 (Rehab - Homeowners)* *Program 1.11 (Coastal Zone)* *Program 3.6.a (Inclusionary)* *Program 3.6.b (Inclusionary)* *Program 3.7.a (Density Bonus)*
Agricultural Land/Williamson Act	*None*
Airport Land use Plan	*Program 2.5 (Mixed Use)* *Program 3.3.a (Transitional Shelter)* *Program 3.7.b (Alternative Housing)*

Open Space & Conservation Element

Heritage Hall was built in 1926 to house the congregation of St. Patrick's Church at the southeast corner of Harding Street and Oak Avenue. In 1952 the church was moved across the street where it became the City's first administrative offices. Over the next few years it served as home to the City Manager, City Council, Police Department and Fire Department, and as a County branch library. As new City offices were constructed and City departments moved out, use of the building changed from that of City Hall, to the City library, to the children's library, to a studio for the North County Ballet. Finally, in 1979 the sturdy little structure was slated for demolition to make way for a parking lot; however, it was rescued from demolition by a coalition consisting of Friends of the Library, the Carlsbad Historical Society and volunteer building tradesmen who arranged for it to be moved to Magee Historical Park. With only minor repairs, the old church once again became a public meeting place.

Note: Information derived in part from SEEKERS OF THE SPRING, by Marjorie Howard-Jones.

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I. INTRODUCTION

A. BACKGROUND AND INTENT

The Open Space and Conservation Element of the General Plan establishes policies for the development of a comprehensive, connected open space system and for the protection and conservation of the City's natural and historic resources.

It is the intent of the Open Space and Conservation Element to:

1. Realize the social, economic, aesthetic and environmental benefits which accrue from the preservation of open space within an urban environment.

2. Ensure the benefits which accrue from the conservation, management and utilization of natural and historic resources.

Goals, objectives and action programs to preserve and regulate land for open space and conservation purposes are included in this Element. Future policies and programs should also be developed using this Element as a basis. The main intent of this Element is to:

1. Provide specific programs for the preservation and conservation of land and natural and historic features, and provide regulations necessary to control the possible negative impact of development which may be allowed.

2. Identify and protect, where appropriate, existing open land, natural and historic resources, and environmental features as integral and necessary components of the Open Space and Conservation Element.

"Goals, objectives and action programs to preserve and regulate land for open space and conservation purposes are included in this Element."

The contents of the Open Space and Conservation Element meet the requirements of state law and provide the City of Carlsbad with a comprehensive document dealing with Open Space and conservation resource management. The structure of the element as contained herein is as follows:

Open Space and Conservation Element

- State Law
- Relationship to Other Elements
- Background
- Goals
- Objectives
- Implementing Policies and Action Programs

For organization clarity, the goals, objectives and implementing policies and action programs have been grouped into eight topics or sections: Open Space Planning and Protection; Obtaining Open Space; Special Resource Protection; Trails/Greenway System; Promotion of Agriculture; Air Quality Preservation; Water Quality Protection; and Historic and Cultural Preservation.

The Open Space and Conservation Element is not intended, and shall not be construed, as authorizing the City to exercise its power to adopt, amend or repeal an open space or conservation zoning ordinance in a manner which will take or damage private property for public use without payment of just compensation therefore. This plan is not intended to increase or decrease the rights of any owner of property under the Constitution of the State of California or of the United States.

B. STATE LAW

Under State law (Section 65302 et.seq., California Government Code), cities must adopt both Open Space and Conservation Elements. The City of Carlsbad has chosen to combine the two elements into one comprehensive element. This element establishes policies for the preservation and conservation of open space land; estab-

lishes policies to guarantee the viability of natural and human ecosystems; and guides the protection of physical, cultural, historic, visual and natural resources within the City.

C. RELATIONSHIP TO OTHER ELEMENTS

The Open Space and Conservation Elements have been combined because of their strong interrelationship. They guide and coordinate decisions related predominantly to the undeveloped land and water surfaces which influence and shape the formal quality of Carlsbad's physical environments. Because open space is a central component in determining a balanced land use pattern, this element bears a strong relationship to the Land Use Element. Open space serves to provide visual relief to the urban form resulting from all the other land uses. The Land Use Map which is a part of the Land Use Element identifies designated open space areas.

The Open Space and Conservation Element relates to the Parks and Recreation Element in that parks are considered necessary and beneficial open space uses. There is a relationship with the Circulation Element and the Noise Element in that larger open space buffers and setbacks are encouraged along designated scenic roadway corridors, which not only provide visual open space, but help to mitigate noise from roadway traffic. Because the Public Safety Element identifies severe-hazardous areas, especially areas subject to geologic hazards, to be considered for open space use, there is also a relationship with the Open Space and Conservation Element.

Finally, the City's Growth Management Plan contains standards to ensure that an adequate amount of open space is provided as growth occurs in the City.

II. FRAMEWORK FOR OPEN SPACE & CONSERVATION PLANNING

A. OPEN SPACE DEFINITION AND CLASSIFICATION SYSTEM

Open Space Classification

"Open Space is defined as any area of land or water which, for whatever reason, is not developed for urbanized uses and which therefore enhances residents' quality of life. The open space may be in its natural state or modified in such a way that the modification itself contributes to this enhancement."

Because of Carlsbad's unique environmental and open space opportunities, a special definition of open space has been adopted which includes and expands upon all the categories of open space provided for in State Law. The following classification divides the broad definition of open space into its many constituent parts. This classification, and the numerical and letter codes ascribed to each type of open space, have been used throughout this element and throughout the Carlsbad Open Space and Conservation Resource Management Plan, with the intent of making easier cross referencing between different parts of the these documents. Any specific area of open space may fall into one or more of these categories.

Open space is defined as:

Any area of land or water which, for whatever reason, is not developed for urbanized uses and which therefore enhances residents' quality of life. The open

space may be in its natural state or modified in such a way that the modification itself contributes to this enhancement.

Open space may fall into one or more of the following five categories:

CATEGORY 1: Open Space for Preservation of Natural Resources

a. Plant/Animal Life/Habitat.
   i) Trees and Woodlands;
   ii) Forests and Groves;
   iii) Plant life;
   iv) Animal life;
   v) Habitat for fish and wildlife species; or
   vi) Buffers, links and corridors to enhance the preservation of natural resources.

b. Nature Preserves.

c. Water Features.
   i) Oceans;
   ii) Rivers;
   iii) Streams;
   iv) Lagoons;
   v) Lakes;
   vi) Ponds; or
   vii) Estuaries.

d. Beaches/Bluffs/Banks.
   i) Coastal beaches;
   ii) Coastal bluffs and cliffs;
   iii) Lagoon beaches;
   iv) Lakeshores;
   v) Banks of rivers and streams; or
   vi) Watershed lands.

e. Canyons/Hillsides.
   i) Hillsides;
   ii) Slopes; or
   iii) Canyons for preservation of natural resources.

f. Wetlands.

g. Riparian Areas.

CATEGORY 2: Open Space for Managed Production of Resources

a. Forestry/Agriculture/Aquaculture.
   i) Forest lands;
   ii) Rangeland;
   iii) Agriculture;
   iv) Aquaculture;
   v) Horticulture, including greenhouses; or
   vi) Flower fields.

b. Water Management.
   i) Water reservoirs;
   ii) Ground water recharge basins; or
   iii) Watershed lands.

c. Commercial fishery elements, including bays, estuaries, marshes, rivers and streams.

d. Major Mineral resources.

CATEGORY 3: Open Space for Outdoor Recreation (Programmed and Unprogrammed)

a. School grounds.
   i) School playgrounds; or
   ii) School athletic fields and courts.

b. Public parks/recreation areas (programmed and unprogrammed).
   i) City parks;
   ii) Special use areas;
   iii) Special resource areas, including beaches;
   iv) State recreation areas;
   v) Other public recreation areas, other uses of a trail; or
   vi) Areas for access to park and recreation sites, lakeshores, beaches, lagoons, lakes, ponds, rivers, streams, estuaries and coastal bluffs and cliffs.

c. Greenways.
i) Links and greenways between major recreation and open space areas, including the recreational use of utility easements, and railroad corridors;
ii) Recreational use of banks of rivers and streams; or
iii) Scenic highways.

d. Trails for walking, hiking, biking, and skateboarding, including associated improvements such as staging areas, picnic areas and viewpoints.
i) Carlsbad Trail System; and
ii) All other trails.

e. Campgrounds.

f. Golf courses.

g. Private recreation areas, including beaches.
i) Homeowner pocket parks;
ii) Ballfields;
iii) Beaches; or
iv) Other.

h. Equestrian facilities.

CATEGORY 4: Open Space for Aesthetic, Cultural and Educational Purposes

a. Scenic/Historic/Cultural/Educational Value.
i) Scenic;
ii) Historic, and cultural value, including paleontological and archaeological areas; or
iii) Educational value, including significant and/or representative natural habitats, hydrologic, and geological areas.

b. Buffers between land uses, including larger setbacks (building and roadways), and open space marking entries to major developments or neighborhoods.

c. Greenbelts providing separation from surrounding communities.

d. Open space gateways marking entry from surrounding communities and within the City.

e. Museums/Arboreta/Zoologic/Botanical.
i) Museums;
ii) Arboreta;
iii) Zoologic; or
iv) Botanical gardens.

CATEGORY 5: Open Space for Public Health and Safety

a. Hazardous or special condition areas.
i) Airport safety zones;
ii) Earthquake fault zones;
iii) Manufactured and/or natural steep slopes and hillsides;
iv) Unstable soils;
v) Watersheds;
vi) Floodplains;
vii) Landslide-prone areas;
viii)Other hazardous areas; or
ix) Buffers around said resources.

b. High fire-risk areas.

c. Areas for protection and conservation of water

d. Areas for protection and enhancement of air quality.

e. Bluffs subject to wave erosion.

B. PROTECTION OF OPEN SPACE LANDS

There are a variety of regulatory measures which protect environmental resources in the City of Carlsbad. These regulations operate at all levels of government, including federal regulations such as the National Environmental Policy Act (NEPA), state regulations and agencies such as the California Environmental quality Act (CEQA), and city regulations such as the Carlsbad Municipal Code.

The applicability of these various types of open space in Carlsbad, is shown in Table 1: Regulatory Open Space Protection. A brief discussion of the regulatory measures included in Table 1 can be found below. The shaded boxes indicate which regulations may play a role in preserving the various types of open space.

Understanding the degree of protection already afforded to various types of open space by existing regulations, played an important role in the development of the City's open space plan.

"There are a variety of regulatory measures which protect environmental resources in the City of Carlsbad. These regulations operate at all levels of government, including federal regulations such as the National Environmental Policy Act (NEPA), state regulations and agencies such as the California Environmental Quality Act (CEQA), and city regulations such as the Carlsbad Municipal Code."

OPEN SPACE REGULATIONS

The following is a brief discussion of the primary environmental regulations which assist in the protection of open space in the City of Carlsbad.

National Environmental Policy Act (NEPA)

The National Environmental Policy Act (NEPA) of 1969 applies to projects entirely or partially financed with federal funds. It operates in a manner similar to the California Environmental Quality Act (CEQA), which is discussed below, requiring the preparation of an Environmental Impact Statement (EIS) which is comparable to the CEQA Environmental Impact Report.

Endangered Species Act

Both the State and Federal Endangered Species Acts provide legislation to protect the habitats of listed species as well as the species themselves. Projects that may destroy or adversely modify the critical habitat of a federally or state-listed, threatened or endangered species, regardless of acreage impacts, require formal consultation with the United States Fish and Wildlife Service (USFWS), pursuant to Section 7 of the federal Endangered Species Act, or the California Department of Fish and Game (CDFG), pursuant to the California Endangered Species Act. In either case, impacts would be specifically evaluated and may require mitigation. The federal act requires the USFWS to make a determination with regard to "jeopardy" to the species. If jeopardy is found, the USFWS would likely ask for alternatives and measures to avoid or reduce impacts to the species to the greatest degree possible. Any federal agency action on a project, such as a Section 404 permit, would with regard to "jeopardy" to the species. If jeopardy is found, the USFWS would require that the federal agency engage the USFWS in a formal consultation per Section 7 of the Endangered Species Act. Project impacts are reviewed to determine whether the project "may affect" or may "take" federally listed threatened or endangered species.

Similarly, the State act prohibits agencies from approving projects under CEQA that would jeopardize the continued existence of a candidate species or listed species, and requires the development of alternatives consistent with the CDFG (Fish and Game Code Section 2081), although habitat protection is not guaranteed. The vehicle for CDFG project approval is a Mitigation Agreement.

Army Corps Permits

The U.S. Army Corps of Engineers (ACOE) is responsible for the issuance of permits under the Clean Water Act for the discharge of dredged or fill materials into the waters of the United States. Water of the United States is the broad category of the jurisdictional range of the ACOE that may or may not contain vegetated wetland

TABLE 1: REGULATORY OPEN SPACE PROTECTION

OPEN SPACE TYPE	NEPA	Endangered Spec Acts	Army Corps Permits	CEQA	CA Fish/Game 1601/1603	State Lands Commission	State Recreation	L.C.P.	Municipal Code	Growth Mangmt	Land Trusts
1. Open Space for Preservation of Natural Resources											
1a. Plant/Animal Life/Habitat	■	■	■	■	■			■	■	■	■
1b. Nature Preserves	■	■	■	■				■	■		■
1c. Water Features	■		■	■	■	■		■	■	■	■
1d. Beaches/Bluffs/Banks	■			■		■		■	■	■	■
1e. Canyon/Hillsides	■			■				■	■	■	
1f. Wetlands	■		■	■	■			■	■	■	■
1g. Riparian Areas	■		■	■	■			■	■	■	■
2. Open Space for Managed Production of Resources											
2a. Forestry/Agriculture/Aquaculture	■			■				■	■		
2b. Water Management											
2c. Commercial Fisheries	■			■							
2d. Mineral Resources	■		■	■							
3. Open Space for Outdoor Recreation (Programmed and Unprogrammed)											
3a. School Grounds							■			■	
3b. Public Parks/Recreation Areas	■			■			■	■		■	
3c. Greenways											
3d. Trails							■	■			
3e. Campgrounds							■	■	■		
3f. Golf Courses									■	■	
3g. Private Recreation Areas									■		
3h. Equestrian Facilities											

■ Protection Provided

TABLE 1: REGULATORY OPEN SPACE PROTECTION

OPEN SPACE TYPE	NEPA	Endangered Spec Acts	Army Corps Permits	CEQA	CA Fish/Game 1601/1603	State Lands Commission	State Recreation	L.C.P.	Municipal Code	Growth Mangmt	Land Trusts
4. Open Space for Aesthetic, Cultural and Educational Purposes											
4a. Scenic/Cultural/Educational	▒			▒			▒	▒	▒		▒
4b. Land Use Buffers/Entries											▒
4c. Greenbelt											▒
4d. Gateways											▒
4e. Museums/Aboreta/Zoologic/Botanical											▒
5. Open Space for Public Health and Safety											
5a. Hazardous Areas	▒		▒	▒				▒	▒	▒	
5b. Fire Risk	▒			▒					▒		
5c. Water Protection	▒		▒	▒				▒	▒		
5d. Air Quality	▒			▒							
5e. Wave Erosion			▒			▒		▒			

▒ Protection Provided

habitats. All wetlands, therefore, are also waters of the United States and are legally defined with respect to the ACOE permitting requirements in the Federal Manual for Identifying and Delineating Jurisdictional Wetlands.

Aggregate wetland impacts, defined as direct fill or indirect effects of fill greater than 1 acre, require a permit. Certain activities in wetlands or waters of the U.S. are automatically authorized, or granted a National permit, provided they meet specific conditions. All impacts of 10 acres or more require an Individual Permit, which includes consultation with federal agencies, public notice, and preparation of a project alternatives analysis, under the 404(b)(1) Guidelines, that must address avoidance or minimization of wetland impacts.

All permit applications to the ACOE are evaluated under the EPA's 404(B)(1) Guidelines. The guidelines are used as the primary environmental criteria for evaluating the necessity of a proposed discharge of dredged or fill material into waters of the United States. Evaluation under the guidelines determines whether the least damaging and feasible environmental alternative is sought, and whether unavoidable impacts are mitigated appropriately. The basic premise under the guidelines is that mitigation should not be used to offset avoidable impacts. If it is determined that avoidable impacts will occur from the project, an individual permit including public review and detailed alternative analysis may be required.

The U.S. Fish and Wildlife Service does not have a formal permitting process of their own for wetland habitats, but is advisory to the ACOE under Section 404 of the Clean Water Act and via the Federal Fish and Wildlife Coordination Act for all proposed wetland impacts. The Fish and Wildlife Coordination Act provides that the USFWS must be consulted for any proposed impact to wetlands that is under federal review. The USFWS is allowed to comment on all proposed impacts with a view to the conservation of wildlife resources by preventing or reducing the avoidable loss, or damage to, wildlife resources.

In addition, proposed impacts to wetlands that may jeopardize a federally-listed threatened or endangered species or destroy or adversely modify the critical habitat of such species, regardless of acreage impacts, may require formal consultation with the Corps of Engineers and the USFWS pursuant to Section 7 of the Federal Endangered Species Act.

California Environmental Quality Act (CEQA)

CEQA was adopted in 1970 with the intention of ensuring that information regarding the environmental impacts of a proposed project would be available to bodies responsible for approving or denying that project. CEQA requires the preparation of an Environmental Impact Report (EIR) if the proposed project will have "significant" environmental impacts. The EIR must identify environmental impacts and suggest project alternatives and mitigation measures. The approving agency should not approve a project as proposed if there are alternatives or mitigation measures which would substantially lessen the impacts. Therefore, CEQA forms a powerful open space protection tool for certain resources, including all open space for the protection of natural resources, open space for agriculture, forestry and aquaculture, mineral resources, parks and recreation areas, scenic resources, and a variety of public health and safety hazards.

California Department of Fish and Game Codes 1601/1603

The California Fish and Game Code, the CDFG, must be contacted for a Streambed Alteration Agreement for any project that may impact a stream or wetland. The CDFG generally evaluates the information gathered during preparation of the project's EIR/EIS and attempts to satisfy its permit concerns in these documents. The CDFG often accepts mitigation for stream or wetland impacts as a product of the agreement. The policy of "no net loss" of wetland habitat is maintained by the CDFG. Typically, construction restrictions and mitigation conditions are established for granting of their agreement. Any impact to wetlands will require re-creation of wetlands on

at least an acre-for-acre basis. Replacement ratios are generally higher, however, to offset the immediate loss, replacement time, and inherent failures in mitigation attempts. Section 1601 applies to public agency proposals and Section 1603 for private-sector proposals.

State Lands Commission

The State Lands Commission is an independent agency, under the direction of a board, with responsibility for administering certain public lands owned by the state or under its control, including vacant school sites, tidelands, submerged lands, swamp and overflowed lands, and beds of navigable rivers and lakes. With powers to sell, lease or dispose of lands, provided any such action is in the public interest, and with the authorization to approve or deny permits for private use of state lands, the Commission may play a role in protecting certain open space areas in Carlsbad.

State Recreation Planning

The State Recreation Planning column is included in Table 1: Regulatory Open Space Protection not because of any regulations administered by the State Recreation Department, but rather because the de facto operations of the department serve to protect certain coastal resources within Carlsbad. The State owns land for the State Beach Recreation Area, as well as additional land in Zone 3, which it may seek to develop to expand the existing camping facilities offered at the State Beach. Thus, the state's recreation provision and planning have an impact on the open space inventory in Carlsbad.

It should also be noted that under Article 6: California Recreation Trails, State Public Resources Code, addressing "Open-Space Elements and Trails", State law 5076 says: "In developing the open-space element of a general plan ... every city and county shall consider demands for trail-oriented recreational use and shall consider such demands in developing specific open-space programs."

Local Coastal Program

Each of the 15 counties and 53 municipalities along the California coastline is required by the California Coastal Act to prepare a Local Coastal Program (LCP). The LCP includes two main components: a land use plan and related implementing measures including a zoning map and zoning ordinance. In particular, the local coastal land use plans include measures specifically intended to protect natural open space resources, scenic resources, agricultural lands, and public access rights.

Carlsbad Municipal Code

There are a number of components of the City's municipal code which serve to protect open space resources. These include the protection from development of specific resources such as steep slopes, as well as, measures which guide the City's project design review process. The municipal code specifically addresses the protection of all the types of open space included under Category 1: Open Space for the Preservation of Natural Resources, certain types of agriculture, certain recreational open spaces, scenic resources, and certain health and safety issues. Particular components of the municipal code which regulate open space include the Open Space Ordinance, the Hillside Ordinance, the Planned Development Ordinance, the residential park land dedication requirements, and the industrial park land dedication requirements.

Carlsbad Growth Management Program

The City's growth management program includes two critical components with regard to protection of open space in Carlsbad. The first requires that all projects prepare a constraints map indicating the locations of a variety of resources considered environmentally constrained. Beyond this environmentally constrained "set-aside", the growth management program requires that an additional 15-percent of the otherwise developable land be set aside for open space. (The growth management 15-percent open space standard does not apply in certain zones because, at the time the standard was established,

the zones were already developed and/or met or exceeded the requirement.) The administration of this 15-percent requirement forms a vital component of the implementation proposals of this element. However, the open space types indicated in Table 1 as protected under growth management are those that are regulated without consideration of the additional 15-percent requirement.

Land Trusts

Throughout America, there are a growing number of local, state, and regional groups called land trusts, conservancies, or foundations. These private, nonprofit, tax-exempt charitable corporations typically share a common goal in attempting to protect open space lands threatened by development. Some land trusts are formed to address a specific resource. One such local group is the Buena Vista Lagoon Foundation. However, the more active trusts try to affect land use patterns throughout their community. The inclusion of "Land Trusts" as a column in Table 1 is an attempt to recognize the types of open space most likely to be protected by the action of such a group if one were active in Carlsbad.

C. CONSTRAINED LANDS

"Environmentally constrained" lands are areas in which development is not permitted due to environmental conditions and which include beaches, permanent bodies of water, floodways, slopes greater than forty (40) percent, significant woodland habitats, and other significant environmental features as determined by the environmental review process or by the City Council. Environmentally constrained lands are prohibited from development under the federal, state and local regulations described above.

Additionally, other lands are sometimes described as "constrained". These lands are areas which are precluded from development because of City regulations, and may include railroad track beds, Circulation Element roadways, and major powerline easements.

Environmentally constrained lands and some of the other lands considered constrained under City regulations form an important, major component of the City's open space system.

"Environmentally constrained lands are areas in which development is not permitted due to environmental conditions and which include beaches, permanent bodies of water, floodways, slopes greater than forty (40) percent, significant woodland habitats, and other significant environmental features as determined by the environmental review process or by City Council."

D. PRECLUDING DEVELOPMENT ON OPEN SPACE LANDS

Not all land that is intended for open space use is environmentally constrained or otherwise constrained from development. In addition to constrained lands, the City requires that additional lands be designated as open space. The City requires that these additional open space lands, considered developable under City regulations, be protected from future development. There are several methods that can be used to protect these lands, including the establishment of open space easements, zoning the property open space, City purchase of the land for open space purposes, and designating the land as open space in the Land Use Element. The following is a summary of these methods of protecting lands as open space.

Open Space Easement

An easement is a grant of one or more property rights by the property owner, to and for the use by the City and/or the public. An open space easement is one which precludes the future or additional development of land covered by the easement and which may allow public use of that land.

Open Space Zoning

The district established to regulate open space lands in the City of Carlsbad within which regulations and requirements uniformly govern the use of the land.

Purchase of Open Space Land

The acquisition of fee interest in open space lands for just compensation.

General Plan Open Space

One of the land use classifications identified in the Land Use Element of the General Plan is open space. Lands classified as open space are precluded from development under the Open Space and Land Use Elements of the General Plan.

E. EXISTING AND APPROVED OPEN SPACE

The City of Carlsbad includes substantial areas which are already developed and in which, therefore, the pattern of open space has largely been defined. Additionally, there are many projects for which planning approvals have been given, although the projects have not been constructed. Open space lands that are considered as existing and approved include:

* Open space which was dedicated or designated in the past and which is, therefore, part of the City's current inventory of open space areas. This includes open space protected by easement, open space zoning, open space General Plan designation, or is publicly owned;

* Open space included in projects which have approved tentative maps or final maps; and

* Open space included in approved master plans and specific plans.

The open space shown in Table 2: Existing and Constrained Open Space Acreages, has been measured on a zone-by-zone basis. The acreage for each zone and the citywide total are estimates. As can be seen in Table 2, the total amount of existing and approved open space in Carlsbad, measured at the end of 1991, equaled approximately 5,900 acres, or roughly 22 percent of the City's total area.

F. CITYWIDE OPEN SPACE PLAN

The following is a discussion of Carlsbad's open space plan from a citywide perspective, defining the relative priorities and general intent for future open space acquisition by type of open space (the types or categories of open space discussed below are those identified in the open space definition and Classification System section).

Table 3: Future Open Space Action Priorities, indicates the relative citywide priorities for each type of open space, as well as the priorities for action on a zone-by-zone basis. The citywide priorities were set by considering the importance of each open space type and also considering the degree of protection already afforded to that type by existing regulations. Thus, for example, while both wetlands and trails could be considered equally important components of the open space system, wetlands are given the lowest citywide priority because they are already effectively protected under existing environmental regulations. Trails, (along with several other resources), on the other hand, are given the highest citywide priority because there is no other program, or set of regulations, which assures implementation of the proposed citywide trail system. To the extent possible, the City should implement the Citywide Open Space priorities.

TABLE 2: EXISTING AND CONSTRAINED OPEN SPACE ACREAGES[3]

ZONE	EXISTING/ APPROVED OPEN SPACES	CONSTRAINED OPEN SPACE[1]	TOTAL CONSTRAINED & EXISTING/ APPROVED OPEN SPACE[2]
1	820.67	18.16	838.83
2	111.10	14.00	125.10
3	71.20	0.72	71.92
4	52.30	1.24	53.54
5	223.50	47.19	270.69
6	405.00	44.46	449.46
7	329.10	5.34	334.44
8	560.00	8.54	568.54
9	202.80	0.00	202.80
10	244.10	78.00	322.10
11	423.60	67.64	491.24
12	207.80	3.56	211.36
13	238.40	7.29	245.69
14	356.40	56.19	412.59
15	256.10	110.62	366.72
16	121.70	15.65	137.35
17	2.10	34.26	36.36
18	250.00	0.00	250.00
19	816.85	12.45	829.30
20	159.30	15.00	174.30
21	20.40	11.56	31.96
22	94.30	0.47	94.77
23	0.00	102.08	102.08
24	48.60	4.45	53.05
25	33.70	97.31	131.01
TOTAL	6,049.02	756.18	6,805.20

1 The acreages of the Constrained Open Space column reflect only the environmentally constrained land acreages not previously included as part of an approved project, and do not include other constrained elements such as railroad track beds and major powerline easements. Constrained land acreages that were approved as part of a project are included in the Existing/Approved Open Space column.

2 The Open Space acreages of this table may differ from acreages delineated in the General Plan Land Use Element. The acreages of this table are derived from the best sources available.

3 The acreages estimated in this table are for use in developing plan implementation programs only. Actual acreages shall be determined by detailed environmental and project review. The acreages in this table are not to be used to establish "minimum" constrained land acreages for any zone.

TABLE 3: FUTURE OPEN SPACE ACTION PRIORITIES

	Citywide	Local Facility Management Zones																							
	Category	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
1. Open Space for Preservation of Natural Resources																										
1a. Plant/Animal Life/Habitat	1	C	A	B/C	B	A/C	A	A	C	B/C	B/C	A/B	B/C	C	A/C	A/C	A/C	A	A/C	A/C	A	B	C	A/B	A/C	A/C
1b. Nature Preserves	4	C	D	D	D	D	C	C	C	C	D	A	D	C	D	B/C	D	D	B	C	D	D	D	C	D	C
1c. Water Features	1	A	C	A	A/C	A/C	C	D	C	C	D	C	D	B	A/C	A/C	C	D	A/C	C	C	C	D	C	C	A/C
1d. Beaches/Bluffs/Banks	2	D	D	B/C	D	D	C	C	B/C	B/C	D	D	D	A/C	C	D	D	D	C	C	C	C	C	C	D	D
1e. Canyons/Hillsides	2	C	C	C	C	B/C	A/C	C	C	C	C	B/C	A	C	C	C	C	A	C	C	A	C	D	B	C	C
1f. Wetlands	5	C	C	C	C	C	C	C	C	C	C	C	C	C	B	C	C	C	C	C	C	C	C	A	A	A/C
1g. Riparian Areas	4	C	C	C	B/C	C	C	C	C	C	C	C	C	C	B	C	C	C	B	C	C	B	C	A	C	A/C
2. Open Space for Managed Production of Resources																										
2a. Forestry/Agricultural/Aqua-cultural	5	B	D	D	D	D	D	C	D	D	D	D	D	A/C	D	D	D	D	D	D	D	D	D	D	D	D
2b. Water Management	5	D	D	C	D	D	D	D	D	D	D	D	D	D	C	B	B	D	D	C	D	D	C	B	D	D
2c. Commercial Fisheries	5	B	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
2d. Mineral Resources	5	B	D	D	D	D	D	C	D	D	D	D	D	D	D	D	D	D	D	C	D	D	D	D	D	B/C
3. Open Space for Outdoor Recreation (Programmed and Unprogrammed)																										
3a. School Grounds	2	E	E	E	E	E	C/E	C/E	E	E	E	B/E	E	E	C/E	E	E	E	A/E	C/E	C/E	E	E	E	E	E
3b. Public Parks/Recreation Areas	1	A/E	E	B/E	E	E	E	E	C/E	C/E	E	B/E	E	B/E	E	E	E	E	C/E	C/E	C/E	E	C/E	E	E	E
3c. Greenways	1	A	D	A	A	A	A	A	A	A	A	A	D	D	A	A	A	A	A	A	A	A/B	A	A	A	D
3d. Trails	1	A	A	A/C	A/B	A/C	A	A/B	A	A/C	A	A	A	A/B	A	A	A	A	A	A/C	A/C	A/B	A/B	A/B	A	D

1	Top Citywide Priority
2	Second Citywide Priority
3	Third Citywide Priority
4	Fourth Citywide Priority
5	Lowest Citywide Priority

A	Zone Primary Action Priority
B	Zone Secondary Action Priority
C	Already Protected
D	Low Priority or Not Applicable
E	Priority Administered Through Other Programs

TABLE 3: FUTURE OPEN SPACE ACTION PRIORITIES

		Citywide	Local Facility Management Zones																						
		Category	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
3.	Open Space for Outdoor Recreation (Programmed and Unprogrammed) (Con't)																										
	3e. Campgrounds	5	D	D	B	D	D	D	D	E	C	D	D	D	D	D	D	D	D	D	D	D	D	C	D	D	D
	3f. Golf Courses	5	D	D	D	D	D	C	D	D	D	C	D	D	D	D	C	D	D	D	C	D	D	D	D	D	D
	3g. Private Recreation Areas	3	D	D	D	C/D	C/D	C/D	C/D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
	3h. Equestrian Facilities	4	D	D	D	D	D	D	D	D	D	D	B	D	D	D	D	D	D	D	C	D	D	D	D	D	D
4.	Open Space for Aesthetic, Cultural and Educational Purposes																										
	4a. Scenic/Cultural/Educational	1	B	C	B/C	B	B/C	C	B/C	C/E	B/C	B/C	B/C	B	A/B	A/C	B	B	A	A/B	A/C	A	A	B/C	A/B	C	C
	4b. Land Use Buffers/Entries	2	D	D	C	D	C	D	C	D	A	B/C	D	D	D	D	B	B	B	B	D	B	B	B/C	D	D	C
	4c. Greenbelt	4	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	C	D	D	D	D	D	B
	4d. Gateways	2	B	B	A	D	C	A	D	D	A/C	B	A	B	B	D	B	B	D	A	B/C	D	D	D	A	D	B
	4e. Museums/Arboreta/Zoologic/Botanical	3	D	D	D	D	D	D	D	E	D	D	D	D	D	D	D	D	D	B	D	D	D	D	D	C	D
5.	Open Space for Public Health and Safety																										
	5a. Hazardous Areas	5	D	C	D	C	C	C	D	D	D	D	C	D	D	D	C	D	D	C	C	C	D	C	D	D	C
	5b. Fire Risk	5	D	D	D	D	D	D	D	D	D	D	D	D	C	D	D	D	D	D	D	D	D	D	D	D	D
	5c. Water Protection	5	D	D	D	D	D	B	D	D	C	D	C	D	D	C	D	D	D	D	D	D	D	D	D	D	D
	5d. Air Quality	5	D	D	D	D	D	D	D	D	B	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
	5e. Bluffs Subject to Wave Erosion	5	C	D	C	D	D	D	D	D	C	D	D	D	D	D	D	D	D	D	D	D	D	C	D	D	D

1	Top Citywide Priority	A	Zone Primary Action Priority
2	Second Citywide Priority	B	Zone Secondary Action Priority
3	Third Citywide Priority	C	Already Protected
4	Fourth Citywide Priority	D	Low Priority or Not Applicable
5	Lowest Citywide Priority	E	Priority Administered Through Other Programs

The priorities and actions on a zone-by-zone basis are sometimes referred to in this section, but are fully discussed in the Open Space and Conservation Resource Management Plan.

CATEGORY 1: Open Space for the Preservation of Natural Resources

Plant/Animal Life/Habitat (1a.)

Open space for plant and animal life, and habitat conservation is considered a **Category 1 citywide priority**. The general intent is to optimize natural resource values throughout the open space system, and more specifically, to maximize protection and enhancement of plant and animal life and habitats within various preserves. Much of the protection of plant and animal life, and habitats is accomplished through existing regulatory protection. Additionally, the City is preparing a Habitat Management Plan to provide a planning framework specifically designed to protect such resources. However, in determining the best use for open space within each zone of the City, it is clear that many benefits for plants and wildlife could be integrated with open space set aside for other reasons. For example, the design of linear open space greenways can accommodate trails and protect aesthetic resources in the landscape, but, at the same time, be located so as to serve as additional buffers to riparian woodlands or other sensitive habitat areas.

Nature Preserves (1b.)

Open space for nature preserves is considered a **Category 4 citywide priority**. The protection of plant and animal diversity is important, and the establishment and continued operation of preserves form a key component in achieving this goal. However, the citywide priorities set by this study are primarily concerned with the types of open space which the City should be striving to set aside between now and build out. The existing preserves - Batiquitos and Buena Vista Lagoons and the University of California Dawson Los Monos Reserve - should continue to be managed for natural resource values. Additional future preserves in the City may result from other agencies' actions (for example through expansion of the University of California Reserve), dedication of additional lands for preserves, or through specific mitigation requirements (for example to mitigate for impacts to coastal sage scrub).

Water Features (1c.)

Water features are considered a **Category 1 citywide priority** for the citywide open space system. Although water features themselves are well protected by environmental regulations, the intent of the open space plan is to expand the amount of open space adjacent to water features and to provide connected open space corridors which are based on the distribution of water features such as creeks. Much of the future open space system in currently undeveloped areas of the City, will be aligned alongside creek corridors.

Beaches/Bluffs/Banks (1d.)

Beaches, bluffs and banks are considered a **Category 2 citywide priority** for future open space planning. In many cases, these resources are already protected through environmental regulations. Wherever such protection fails, the open space system may serve an important role in completing the protection of these resources.

Canyons/Hillsides (1e.)

Canyons and hillsides are considered a **Category 2 citywide priority** for future open space planning. The City's regulations already protect hillsides which exceed 40-percent slope, but this regulation does not protect less extreme slopes. In some cases the more moderate slopes serve important open space functions which might be lost to future development if they are not protected in the open space system.

Wetlands (1f.)

Wetlands are extensively protected under existing environmental regulations, with the U.S. Army Corps of Engineers (COE), the California Department of Fish

and Game (CDFG), and the U.S. Fish and Wildlife Service (USFWS) all having various degrees of control over wetland impacts. Because of the high degree of protection already afforded to wetlands, they are considered a **Category 5 citywide priority** for open space actions. This does not mean that wetlands are considered unimportant in the City's open space system, but rather that their inclusion in the open space system is already assured and therefore no additional protection would generally be required through the open space planning process.

Riparian Areas (1g.)

Riparian areas are considered a **Category 4 citywide priority** . Riparian areas are effectively protected through a variety of environmental regulations. Because of the extensive protection already afforded to riparian areas, their inclusion in the open space system is already reasonably assured and, therefore, limited additional protection is required through the open space planning process.

CATEGORY 2: Open Space for the Managed Production of Resources

Forestry/Agriculture/Aquaculture (2a.)

Forestry, agriculture, and aquaculture are considered a **Category 5 citywide priority** for future open space planning. It is the City's intention to support and utilize all measures available, including the Williamson Act, to secure agricultural land uses for as long as possible prior to development, and to promote the long-term economic viability of agricultural uses. However, it should be recognized that Carlsbad is an urbanizing city, and the projected pattern of development is such that the extensive areas generally required for economic agricultural operations are unlikely to be available in the longterm.

Water Management (2b.)

Water management areas are considered a **Category 5 citywide priority** for future open space planning.

Commercial Fisheries (2c.)

Commercial fisheries are considered a **Category 5 citywide priority** for future open space planning.

Mineral Resources (2d.)

Carlsbad does not have any economically significant mineral resources. Mineral resources are considered a **Category 5 citywide priority** for future open space planning.

CATEGORY 3: Open Space for Outdoor Recreation

School Grounds (3a.)

School grounds are considered to be part of the City's inventory of open space areas. They have been placed in **Category 2 citywide priority**. School sites function not only to provide spatial and visual counterpoint to otherwise developed areas, but also as recreational open space for school children during school hours and for informal recreation outside of school hours. Some school sites are also subject to joint-use agreements between the local school district and the City to meet neighborhood and community recreational needs.

Public Parks/Recreation Areas (3b.)

These areas have been placed in **Category 1 citywide priority**. The City of Carlsbad's park system incorporates three primary park types which are defined below. It should be noted that the definitions given below are directly quoted or slightly paraphrased from the City's Parks and Recreation Element.

* Community Parks are leisure facilities, approximately 20 to 50 acres in size; however, due to the 1982 revision of the Parks and Recreation Element of the General Plan, pre-1982 neighborhood parks of less than 20 acres have been reclassified and grandfathered into the Community Park classification. This reclassification was approved by the Parks and Recreation Commission in

May 1987 and by the City Council in August 1987. Furthermore, any future acquisition and development of community park sites within the northwest quadrant, where a near-buildout situation exists, in all likelihood will require community park development of sites under 20 acres in size.

Typically, Community Parks are designed to serve the recreational needs of several neighborhoods. The nature of this type of facility encourages and attracts family unit populations from nearby on a daily basis. Community Parks generally provide both programmed and unprogrammed amenities; however, they are not limited exclusively to either.

* Special Use Areas are typically local facilities that meet the needs of only one or two activity type uses, either passive or active in nature. They are between one and five acres in size and generally provide the basic widely accepted facilities found in a typical park. Facilities of this type include, but are not limited to: swim, tennis or racquetball complexes; meeting halls; athletic complexes; play lots; picnic areas; and interpretive walk areas.

Based on City Council action in August 1987, and confirmed in November of 1990, community school activity fields can be incorporated within the Special Use Area classification and included within the park area inventory. However, only those school sites which operate under "joint-use" facility agreements between the City of Carlsbad and the corresponding school district are, in fact, incorporated within the Parks Inventory.

* Special Resource Areas are local amenities that have either citywide or potential regional significance. The significance is in the quality of the site that makes it unique as either a passive or active recreation area or combination of both. This quality may be natural (water, geological, ecological, etc.), historical (architectural, etc.), or a combination thereof. Consequently, the Special Resource Area, as defined, has a visitor attraction or drawing power to users locally and beyond. Typically, Special Resource Areas provide a unique character and/or use not found in Community Parks or Special Use Areas. In general, they are larger than community parks and are typically characterized by the existence of special or unusual features, natural or manmade, (i.e., a water body, earth formation, historical amenity, or ecological reserve).

Greenways (3c.)

The City's open space program includes the concept of greenways as a **Category 1 citywide priority** of the future open space system in Carlsbad. A greenway may be defined as an open space connector linking parks, nature preserves, cultural features, larger areas of open space, or historic sites to each other and with populated areas in order to improve environmental quality and provide for outdoor recreation and enhance the visual perception of open space. Greenways also function as wildlife corridors. The City's open space program defines a number of major greenways which will form the structure of much of the future open space system:

* An east-to-west greenway connecting from an adjacent open space corridor, trail connection and park in the City of San Marcos via the future Carrillo Ranch park site, the future Alga Norte Community Park site, the future Zone 19 Community Park site, to the Poinsettia Community Park site. This greenway will also provide connection to two future school sites;

* A north-to-south greenway running from Lake Calavera, past the Zone 14 school site, along Agua Hedionda Creek, crossing Palomar Airport Road at the future intersection with Melrose, to the Carrillo Ranch park site; and

* A generally west-to-east connection from Agua Hedionda Lagoon, through the proposed Veterans Memorial Park and the Evans Point development to Lake Calavera.

* A number of smaller or less complete greenways will be completed throughout the City linking together key landscape features such as the lagoons, parks and schools, and providing open space connections to surrounding cities.

It is generally intended that the following planning and design parameters should be used for Greenways:

* Greenways should be a minimum of 100 feet in width unless other factors require a narrower corridor. This width may incorporate environmentally constrained lands but only that portion of the greenway which is not constrained should be counted toward the growth management open space standard;

* Greenways will typically accommodate trails to allow public enjoyment of open space areas;

* Greenways should be located separate from (not adjacent to) arterial or other major roadways unless other factors preclude such separation.

* Public access along greenways is intended to provide a sense of relief from suburban/urban development. Therefore, the location of trails and the design of grading and plantings within the greenways should seek to minimize the intrusion of development into the viewshed of the trail user;

* The location of trails within greenways should seek to avoid impacts to the privacy of adjacent residential units;

* Wherever possible, greenways should be so located as to take advantage of panoramic views and should connect to viewpoints and along ridgelines;

* Greenways should generally serve to conserve natural resources; any trails or other improvements within greenways should be designed and implemented so as to minimize disturbance to existing native vegetation or sensitive environmental resources;

* Any future plantings within greenways should focus on the use of native and/or other drought tolerant species. Greenways will normally serve as wildlife corridors, and should be designed with wildlife migrations in mind, for example through providing adequate cover;

* Where associated with habitat resources or wildlife corridors, the width of greenways should generally be maximized to provide buffers to said resources.

* The location, planning and design of greenways should be coordinated with the planning for wildlife preserves and corridors that may develop in a habitat management program. Each development project should be reviewed as early as possible to ensure that planning for the objectives of the Open Space and Conservation Resource Management Plan is integrated and symbiotic.

Trails (3d.)

Trails are considered a **Category 1 citywide priority** for future open space planning.

Key concepts for the trail system planning and design include:

* Routing trails within open space corridors separated from roadways, wherever possible;

* Allowing public access to landscape resources with high aesthetic qualities located throughout the City;

* Designing trails to avoid environmental impacts wherever possible;

* Requiring full environmental review for each individual trail project, either as a stand-alone project, or as part of a larger planning activity;

* Locating trail rights-of-way, as a general rule, in public ownership;

* Providing trail specifications aimed at pedestrian and, where possible, bicycle use. Secondary trails, which connect with the citywide system, are encouraged, but will not normally be accepted by the City through dedication as part of the primary trail system.

Campgrounds (3e.)

Campgrounds are **a Category 5 citywide priority** for future open space. The City should not pursue dedication of or development of campgrounds except in the limited circumstances described below. The existing South Carlsbad State Beach campground is a valuable recreation resource for the City and its visitors.

Golf Courses (3f.)

Golf courses are considered a **Category 5 citywide priority** for future open space planning. Although golf courses provide recreational opportunity and also contribute to overall open space throughout the City, golf courses should be either included or excluded from future development areas based upon market forces.

Private Recreation Areas (3g.)

Private recreation areas are considered a **Category 3 citywide priority** for future open space planning. While such facilities may form a component of future open space in the City, and should continue to be pursued by the City in future private development projects, such facilities should not be considered to count toward meeting the requirements of the City's growth management open space standard.

Equestrian Facilities (3h.)

Equestrian facilities are considered at this time a **Category 4 citywide priority** for future open space planning. However, the City is planning to accommodate equestrian use on certain trails in the City in order to provide linkage between the equestrian trail systems in the cities of San Marcos, Encinitas and the County of San Diego, and may consider others at a later time.

CATEGORY 4: Open Space for Aesthetic, Cultural and Educational Purposes

Scenic/Historic/Cultural/Educational (4a.)

Open space areas for scenic, historic, cultural and educational purposes are considered a **Category 1 citywide priority** for future open space planning. Many of the proposed additions to the open space system will provide scenic amenities; it is intended that both distinctive landscape features and representative areas of typical natural landscapes will be conserved. The open space system may encompass historic and cultural sites, such as the Carrillo Ranch house and the existing adobe structure at Stagecoach Park. Such sites provide obvious opportunities for educational interpretation and activities. It is also intended that much of the trail system be considered as an opportunity for passive interpretive signage, as well as interactive recreational and educational programming.

Land Use Buffers/Entries (4b.)

Land use buffers and entries are considered a **Category 2 citywide priority** for future open space planning. The most important open space buffers are those between incompatible land uses, such as industrial and residential areas. Open space corridors between residential neighborhoods will strengthen the perception of individual small communities or villages within the City. Open space buffers between land uses will also often function to mark entries to a development or neighborhood.

Greenbelt (4c.)

The objective of a circumference greenbelt encircling the City is considered a **Category 4 citywide priority** for future open space planning. The greenbelt concept, an open space buffer around the entire City, separating it from neighboring cities -is an attractive idea. A number of existing open space areas, including Batiquitos and Buena Vista Lagoons, seem to provide a basis for a greenbelt. However, further analysis of existing and approved development in Carlsbad and adjacent developing areas, as well as a review of the land uses proposed by neighboring cities' general plans, leads to the conclusion that the opportunity for a fully connected greenbelt has already been lost.

Gateways (4d.)

An open space gateway may be defined as an area of varying dimension within the viewshed of a major entrance route into or within the City, which, through special landscape treatment, monumentation, or other means, defines the transition from one community to another. Gateways are considered a **Category 2 citywide priority** for future open space planning. Although a perimeter greenbelt is not possible, most of the major roadways entering the City can be surrounded by open space gateways marking the transition from one community to another. In this way, an open space buffer can be created between Carlsbad and its neighbors in the places where travel between communities most frequently occurs. (It should be noted that Carlsbad Boulevard, Interstate 5, and the coastal railroad are already surrounded by open space between Carlsbad and Oceanside to the north and Encinitas to the south.) In a similar manner, the movement from one major area or neighborhood of the City to another can be marked by open space gateways around major roadways. There are many specific open space gateway opportunities in Carlsbad which are discussed on a zone-by-zone basis in the Open Space and Conservation Resource Management Plan.

Museums/Arboreta/Zoologic/Botanical (4e.)

Museums, arboreta, zoologic, and botanical facilities are considered a **Category 3 citywide priority** for future open space planning. The City should recognize that such facilities can play a part in an open space system and any proposals made for their development should be carefully evaluated. Such a facility need not be large; it is possible that small areas of existing or future parks or open space areas could be planned, designed, and managed to provide modest local examples of museums, arboreta, zoologic and/or botanical gardens available to local residents.

CATEGORY 5: Open Space for Public Health and Safety

Hazardous Areas (5a.)

Hazardous areas are considered a **Category 5 citywide priority** for future open space planning. This is not because addressing hazardous areas is considered unimportant, but rather that the responsibility for protecting the City's residents and visitors from hazardous areas should not be accomplished by means of an open space program. Many hazardous areas, such as steep slopes and floodways, are already regulated so as to prevent undue exposure to hazardous conditions. The open space system may often be expanded through such regulations, but their intent is not to protect open space.

Fire Risk (5b.)

Open space for fire risk prevention is considered a **Category 5 citywide priority** for future open space planning. Obviously, reducing the risk of loss of life and property is a concern of the City. However, it is an issue that is essentially addressed under other programs and is not an open space issue. Nevertheless, some open space areas may serve as fire breaks; the fire chief may require fuel modification programs for open space areas with particularly high risk; and the fire chief shall also retain the authority to close areas to public access in times of especially high fire risk.

Water Protection (5c.)

Water protection is considered a **Category 5 citywide priority** for future open space planning. The planning of areas for the protection of water resources, although potentially contributing to the overall open space system in the City, is not considered an open space issue. Any areas set aside for water protection may become an incidental bonus to the City's open space system, but given limited fiscal resources, the City's open space planning effort should not strive to achieve acquisition of open space areas for water protection.

Air Quality (5d.)

Air quality is considered a **Category 5 citywide priority** for future open space planning; it is not believed that the orientation or pattern of the open space system in Carlsbad can measurably impact air quality. Nevertheless, there are some general ways in which open space may result in positive reductions in air pollutant levels:

* Trees and other vegetation absorb carbon dioxide and remove particulate matter from the atmosphere. Properly sited trees around homes can provide shade and lower temperatures within the urban area so that energy, and thus pollutant emissions, can be reduced.

* Open space greenways which accommodate trails for pedestrian and particularly bicycle use can encourage residents to use non-vehicular modes of circulation, thereby reducing emissions related to fossil-fuel-burning engines. The more enjoyable the trail use experience, the more people are likely to choose to use this alternative means of getting around their community. Connections to mass transit hubs such as the future commuter rail stations, and park and ride facilities may be especially valuable in this regard.

Bluffs Subject to Wave Erosion (5e.)

Bluffs subject to wave erosion are considered a **Category 5 citywide priority** for future open space planning.

G. MAPS OF THE OPEN SPACE AND CONSERVATION ELEMENT

Official Open Space and Conservation Map

The Official Open Space and Conservation Map consists of a composite of the constrained open space/and existing/approved open space as discussed above (see Map 1: Official Open Space and Conservation Map). The Official Open Space and Conservation Map is the City's map of approved and constrained open space lands in the City. This map depicts open space areas obtained through master plans, specific plans, planned developments, or other development approvals; and, additional areas of environmentally-sensitive lands which are prohibited from development by the open space ordinance, hillside development regulations, and other development regulations. It is intended that the Official Open Space and Conservation Map would also become part of the Land Use Element.

"The Official Open Space and Conservation Map is the City's map of approved and constrained open space lands in the City."

The existing/approved open space and constrained land open space depicted on this map has been obtained from the best data available at the time of mapping. It is understood that the boundaries of some constrained lands, including wetlands, floodways, hillsides etc., may change over time. It is therefore important to understand that the boundaries of constrained lands as mapped, will be further refined during the project approval process. Although environmentally constrained lands are prohibited from development under either federal, state or local regulations, the mapping of constrained lands is in no way intended to deny any property owner the reasonable use of their property.

Conceptual Open Space and Conservation Map

The Conceptual Open Space and Conservation Map consists of constrained lands, existing/approved open space lands, conceptual open space lands, and the Carlsbad Trail System (see Map 2: Conceptual Open Space and Conservation Map). The Conceptual Open Space and Conservation Map shows the conceptual open space areas that would be obtained through implementation of the primary and secondary open space priorities described in the Citywide Open Space Plan section of this document, discussed above. The conceptual open space lands and the trails system are the areas in which the City needs to focus its attention in terms of acquisition, whether through application of the 15-percent growth management performance standard, direct purchase, or through other means.

"The Conceptual Open Space and Conservation Map shows the conceptual open space areas that would be obtained through implementation of the primary and secondary open space priorities described in the Citywide Open Space Plan."

The conceptual components of this map, including the trail system and greenways, are intended to be flexible. It is anticipated that the specific alignments of all conceptual open space components will be determined through specific site plan and environmental review. Adjustments to the conceptual open space components, including the trail system and greenways, will not require a general plan amendment. However, the point at which a greenway or trail passes from one zone to an adjacent zone, or from one property ownership to an adjacent ownership, should remain consistent with this map, unless an agreement has been reached with the adjacent zone or owner to shift the transition point. A general plan amendment will not be required to specifically site the conceptual components of this plan. It is anticipated that on an annual basis the City will initiate a general plan amendment to add all dedicated open space areas to the Open Space and Conservation and Land Use Maps. A general plan amendment will be required if any component of the conceptual plan is deleted.

III. GOALS, OBJECTIVES AND IMPLEMENTING POLICIES AND ACTION PROGRAMS

OPEN SPACE PLANNING AND PROTECTION

This section provides the policy direction for the planning, protection and preservation of open space lands within the City.

A. GOALS

A.1 An open space system of aesthetic value that maintains community identity, achieves a sense of natural spaciousness, and provides visual relief in the cityscape.

A.2 A city with a balance of programmed and unprogrammed open space within each of the four quadrants of the City.

A.3 An open space system that improves the quality of life for the citizens of Carlsbad.

A.4 A city with an adequate amount and variety of open space for outdoor recreation, including, but not limited to: parks; beaches; areas for organized sports; connecting corridors containing trails; water recreation areas (beaches, lagoons, lakes); unique conservation areas for nature study; and, semi-developed areas for camping.

B. OBJECTIVES

B.1 To preserve, protect and enhance those areas of the City that provide unique and special open space functions including, but not limited to, cultural and visual amenities, active and passive recreational uses, landmarks, buffers between incompatible land uses, wildlife habitats and unique and desirable vegetation.

B.2 To create a more rural atmosphere in the urban environment, by identifying, acquiring, and protecting natural open space areas which are visible from public gathering places.

B.3 To provide public access to all open space areas except where sensitive resources may be threatened or damaged, where the public health and safety may be compromised or where access would interfere with the managed production of resources, such as agriculture.

B.4 To mandate open space as a necessary provision of the Local Facilities Management Zone plans which are required by the Growth Management Ordinance.

B.5 To provide for parks and plazas and preserve natural areas within developments.

B.6 To provide, where possible, increased setbacks along arterial corridors and establish greenways or similar areas to preserve and/or create open space areas as a means of maintaining community scale and identity, separating conflicting land uses, and achieving a sense of natural openness as an integral part of urban surroundings.

B.7 To provide for the distribution of programmed and unprogrammed recreation areas throughout the four quadrants of the City and to separate the uses where needed.

B.8 To set aside 15 percent of the developable land of specified zones as open space, pursuant to the Growth Management open space performance standard.

B.9 To maintain an inventory of open space.

B.10 To monitor implementation of the recommendations of the Open Space and Conservation Resource Management Plan.

B.11 To coordinate open space planning efforts with state and local agencies.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Use open space to provide neighborhood, community, and city identity and to provide separations between conflicting land uses.

C.2 Assure that the City's Open Space Advisory Committee continues to meet on a periodic basis so long as authorized by the City Council. The Committee's responsibilities should include:

(1) Advocacy of Open Space;
(2) Recommendations to the Planning Commission and City Council on Open Space issues;
(3) Continued development and revision of Open Space policies as defined by the City's Open Space ordinances and programs;
(4) Monitoring implementation of Open Space policies;
(5) Recommending priorities for Open Space, including acquisition, use, and maintenance programs, on at least an annual basis;
(6) Setting and refining guidelines for specific project review of Open Space.

C.3 Ensure that the open space ordinance requires monitoring.

C.4 Identify existing open space for protection, management, and potential enhancement to maintain and, if possible, increase its value as wildlife habitat.

C.5 Prepare citywide maps and diagrams showing the following:

(1) Environmentally constrained open space;
(2) Existing and approved open space;
(3) Proposed future open space system concept;
(4) Proposed Carlsbad Trail System.

C.6 Depict on land use maps, zoning maps, and the City's open space maps specific information regarding open space as it becomes available.

C.7 Give city staff the flexibility to add to the open space inventory maps, those new areas which may be created by various circumstances, such as, discretionary approvals, land acquisition, and donations of land.

C.8 Utilize the Growth Management Ordinance to implement the goals and objectives of this element and establish standards for open space.

C.9 Count toward meeting the 15 percent Growth Management performance standard, any land area that otherwise qualifies, but which is not available to the public

without some monetary or other consideration, so long as it incorporates one or more of the open space priorities identified for the zone in which it is located, and the granting of the open space credit for such land will not adversely impact the City's ability to obtain open space priorities identified for the zone.

C.10 Revise and amend the Open Space Ordinance, No. 9795 to: (1) more precisely identify and define lands considered as undevelopable; (2) include provisions for buffer areas around sensitive lands; (3) define the word significant; and (4) include specific conditions and restrictions on non-residential development.

C.11 Eliminate powerline easements from consideration as meeting the 15 percent Growth Management open space performance standard, except where the land within the easement is identified as an open space priority, such as a trail or greenway, in accordance with the Open Space and Conservation Resource Management Plan. Credit may be granted for powerline easements if the granting of the open space credit for this area will not adversely impact the City's ability to achieve all of the open space priorities identified for the zone.

C.12 Count toward meeting the Growth Management open space performance standard, only those portions of golf courses identified as an open space priority, such as a trail or greenway, in accordance with the Open Space and Conservation Resource Management Plan. Credit may be granted for other areas of a golf course if the granting of the open space credit for this area will not adversely impact the City's ability to achieve all of the open space priorities identified for the zone.

C.13 Categorize as open space for inventory purposes, all public school playgrounds, athletic fields and courts, although schools themselves shall not be counted in meeting the 15 percent Growth Management performance standard.

C.14 Zone as open space, all lands shown on the Official Open Space and Conservation Map.

C.15 Preserve panoramic viewpoints, as identified in the Open Space and Conservation Resource Management Plan, and where possible, provide public access.

C.16 Acquire, protect or negotiate for public access to those privately-held natural open space lands that could be used for unprogrammed recreational uses.

C.17 Make accessible to the public, those open space areas designated for recreational use, and where feasible, provide them with essential utilities, public facilities and services.

C.18 Recognize as the City's official open space map, the "Official Open Space and Conservation Map," dated June 1992, and make it part of the Land Use Element. (See Map 1: Official Open Space and Conservation Map.)

C.19 Recognize that the map entitled "Conceptual Open Space and Conservation Map" dated June 1992, (see Map 2: Conceptual Open Space and Conservation Map) represents the conceptual open space priorities of the City. The conceptual components of this map, including greenways and trails, are intended to be flexible, and should not be interpreted as depicting precise, rigid alignments. It is anticipated that the alignments of the greenways and trails may be adjusted as warranted, as better information becomes available through additional fieldwork, further environmental analysis, more detailed planning, or similar future activities. However, the points where a greenway or trail passes from one Local Facilities Management zone to another, or from one property ownership to an adjacent ownership should remain consistent with this map, unless an agreement has been reached with the adjacent zone or property ownership to shift the transition point. A general plan amendment will not be required to specifically site the conceptual components of this map. A general plan amendment will be required if any conceptual component is deleted.

C.20 Require that the following procedure be adhered to for adjusting the boundaries of any open space area shown on the map titled "Official Open Space and Conservation Map" dated June 1992 . Findings required for the approval of a boundary adjustment to the map are as follows:

(1) The proposed open space area is equal to or greater than the area depicted on the Official Open Space and Conservation Map; and

(2) The proposed open space area is of environmental quality equal to or greater than that depicted on the Official Open Space and Conservation Map; and

(3) The proposed adjustment to open space, as depicted on the Official Open Space and Conservation Map, is contiguous or within close proximity to open space as shown on the Official Open Space Map.

The City Council may also modify the boundary location shown on the open space maps but only if it finds that the modification is necessary to mitigate a sensitive environmental area which is impacted by development, provided the boundary modification preserves open space at a 2 to 1 ratio (proposed acreage to existing acreage) and is within close proximity to the original area of open space. Additionally, City Council may exempt public rights-of-way from the boundary adjustment procedures. However, environmental analysis shall be performed for all proposed public right-of-way improvements, and if determined that there are significant adverse impacts to the value of the open space system, those impacts shall be mitigated.

It is not the intention of this boundary adjustment procedure to allow for the exchange of environmentally constrained lands which are designated open space, for lands which are not environmentally constrained.

C.21 Eliminate as a means of meeting the open space performance standard parks, public or private. However, credit may be granted for private parks if the granting of the open space credit for this use will not adversely impact the City's ability to obtain all of the open space priorities identified for the zone in the Open Space and Conservation Resource Management Plan.

C.22 Utilize open space where appropriate, to delineate neighborhoods, the City's boundaries and to buffer major land uses within the City.

C.23 Utilize Specific Plans, Master Plans and Local Facilities Management Plans to refine and implement recommendations of the Open Space and Conservation Resource Management Plan.

C.24 Consider for dedication to the City any open space lands, if they are open space areas identified in the Open Space and Conservation Resource Management Plan.

C.25 Review and update the implementation strategies outlined in the Open Space and Conservation Resource Management Plan. These implementation strategies are intended to guide the systematic acquisition, protection, maintenance, administration and financing of open space and provide an organizational structure to implement the City's open space plan.

C.26 Rezone open space lands, dedicated to the City in fee title or easement to open space (OS) zoning.

C.27 Plan for, and design, open space with regard to its various specific functions, as opposed to considering open space as having a single general function.

C.28 Prohibit motorized off-road vehicle use in the City except at the Carlsbad Raceway.

C.29 Prohibit hunting of wildlife in the City of Carlsbad.

C.30 The City shall incorporate in this element any requirements of a city, subregional, or regional multi-species habitat plan if and when such plan is adopted.

OBTAINING OPEN SPACE

This section establishes the policies for obtaining open space lands within the City.

A. GOALS

A.1 A city which provides for the open space needs of its citizens.

A.2 A city where new developments provide for the open space needs of their occupants.

B. OBJECTIVES

B.1 To develop and implement financing programs for the acquisition and maintenance of open space.

B.2 To fund a well balanced acquisition program providing a variety of open space opportunities spread throughout the community.

B.3 To assure that, to the maximum degree possible, those benefitting from the acquisition or improvement of open space and recreational facilities provide funding in direct proportion to the benefits they derive.

B.4 To encourage a combination of both private and public open space.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Exactions from new developments should include, but not be limited to, legislative protection, Quimby Act dedication, park-in-lieu fees, industrial recreation fees, setback requirements, the provision of essential improvements, and the adoption of appropriate Local Facilities Management Plans, Master Plans, and Specific Plans.

C.2 Conduct an annual review of the methods and programs for acquiring open space in the City of Carlsbad.

C.3 Initiate, coordinate, and supervise specific implementation programs for both short-range and long-range plans, including among other items the Capital Improvement Program, Growth Management Plan, a financial plan, proposed changes to the City's development regulations, and the acquisition of fee and less than fee rights to land.

C.4 Create a trust or other mechanism to facilitate private donations for open space acquisitions, protection, improvements, or maintenance.

C.5 Develop a program to encourage private donations for open space acquisition, protection, improvement, or maintenance by placing the donors' names on permanent markers at the sites of their gifts.

C.6 Use general obligation bonds as a possible source of funding where public funding is necessary for open space purposes.

C.7 Consider the exchange of excess vacant lands for more desirable open space areas.

C.8 Consider appropriate user fees for non-residents utilizing Carlsbad's open space and recreation facilities.

C.9 Consider designating a conservancy agency or similar organization to be responsible for protection, maintenance, monitoring and liability of open space lands.

C.10 Implement when possible, the finance strategies contained in the Open Space and Conservation Resource Management Plan. These implementation strategies should guide the systematic acquisition, protection, maintenance, administration and financing of open space and provide an organizational structure to implement the City's open space plan.

SPECIAL RESOURCE PROTECTION

The City of Carlsbad contains a host of natural and man-made resources. These special resources include spectacular viewsheds, unique historic cultural, archeological, paleontological and educational resources, and a variety of sensitive plant and animal life species. Included in the City's diverse biota are over 300 species of plants, 200 species of birds, 25 species of reptiles and amphibians, 20 species of mammals, 44 species of fish, 45 species of butterflies, and several thousand species of terrestrial and aquatic invertebrates. The primary objective of this section is to establish policies to protect and conserve these special resources.

A. GOALS

A.1 A city that protects environmentally sensitive land and buffer areas.

A.2 A city that protects and preserves visually attractive and/or significant natural areas.

A.3 A city that preserves optimum sustainable environmental quality levels with respect to air, water, sound levels, and plant and animal life.

A.4 A city that preserves as open space, hillsides, ridges, valleys, canyons, lagoons, beaches and other unique resources that provide visual and physical relief to the Cityscape.

A.5 A city that preserves, where possible, historic, cultural, archeological, paleontological, and educational resources.

A.6 A city that conserves natural and man-made resources.

A.7 A city which makes every possible effort to preserve sensitive flora and fauna.

A.8 A city which preserves a variety of unique conservation areas to accommodate the needs of humans, plants and animals.

A.9 A city which protects wildlife habitat through the preservation and enhancement of significant feeding, nesting, and breeding areas.

A.10 A city which preserves, to the maximum extent possible, the existing level of biodiversity.

B. OBJECTIVES

B.1 To update periodically the inventory of sensitive and constrained lands, and prohibit their development and inclusion for density credit pursuant to the Growth Management Ordinance.

B.2 To protect public health and safety by preserving natural and man-made hazard areas as open space and taking special precautionary measures to protect the public safety where development is possible and permitted.

B.3 To preserve areas of unique scenic, historical, archeological, paleontological and cultural value, and where possible, provide public access to these areas.

B.4 To develop cultural/educational amenities which could include a museum, exhibition hall or interpretive center, within open space areas.

B.5 To amend existing ordinances or develop a new ordinance to clearly define sensitive and constrained lands.

B.6 To develop, if possible, a multi-species habitat program that is consistent with the Goals, Objectives and Policies of this Element.

B.7 To minimize environmental impacts to sensitive resources within the City.

B.8 To minimize impacts from new development on hillsides, ridges, valleys, canyons, lagoons, beaches and other unique resources that provide visual and physical relief to the cityscape.

B.9 To develop an inventory of environmentally sensitive resources that are to be conserved within the City.

B.10 To develop and implement, when possible, a plan to guide the systematic acquisition, protection and maintenance of sensitive environmental resources and provide an organizational structure to implement the plan.

B.11 To develop and implement, when possible, a financing strategy to acquire and protect areas which are rich in habitat diversity.

B.12 To protect rare, threatened or endangered plant and animal communities.

B.13 To ensure that whenever possible, new development does not adversely impact sensitive environmental resources.

B.14 To coordinate city habitat management planning efforts with federal, state and local agencies, and other planning efforts of the City.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Utilize sensitive design criteria to preserve the unique and special resources in the City and to integrate them into the design of any development.

C.2 Amend ordinances as necessary to define sensitive and constrained lands consistent with the City's habitat management planning efforts, and prohibit development and density credit thereon.

C.3 Assure that development on hillsides (if allowed) relates to the slope of the land in order to preserve the integrity of the hillsides.

C.4 Designate for preservation as open space those areas that provide unique visual amenities and define the urban form as contained in the Open Space and Conservation Resource Management Plan. These areas shall include agriculture, hillsides, ridges, valleys, canyons, beaches, lagoons, lakes and other unique resources that provide visual and physical relief to the cityscape by creating natural contrasts to the built-up, manmade scene.

C.5 Designate for open space, hillsides, valleys and ridges during the approval of Specific Plans, Master Plans and Planned Developments, and also at the time of subdivision approval consistent with the recommendations of the Open Space and Conservation Resource Management Plan.

C.6 Designate as buffers portions of land next to sensitive environmental areas.

C.7 Assure that where feasible from an environmental standpoint, developments near or adjacent to bodies of water, provide open space that has public access to and views of the water.

C.8 Require a city permit for any grading, grubbing, or clearing of vegetation in undeveloped areas, with appropriate penalties for violations.

C.9 Ensure that the improvements recommended for open space areas are appropriate for the type of open space and the use proposed. No improvements shall be made in environmentally sensitive areas, except to enhance the environmental value of the areas.

C.10 Consider designating for open space those areas that preserve historic, cultural, archeological, paleontological and educational resources.

C.11 Preserve open space areas in as natural a state as possible.

C.12 Require that grading be accomplished in a manner that will maintain the appearance of natural hillsides and other landforms wherever possible.

C.13 Require that soil reports, plans for erosion and sediment control measures and provisions of maintenance responsibilities be a requirement of any approval process.

C.14 Implement ordinances limiting the density, intensity and character of development of hillside areas and ridges, and provide standards for sensitive grading where development of hillsides is allowed.

C.15 Require that at the time of any discretionary approval, any land dedicated to the City for its habitat or scenic value, have an appropriate easement and/or zoning placed on it for resource protection.

C.16 Recognize and implement the policies of the California Coastal Act and the Carlsbad Local Coastal Program when reviewing potential development in the coastal zone.

C.17 Prevent incompatible development of areas that should be reserved or regulated for scenic, historic, conservation or public health and safety purposes.

C.18 Conserve and encourage the use of appropriate forms of vegetation and sensitive grading techniques needed to: (a) prevent erosion, siltation and flooding, (b) protect air and water resources, and (c) protect and enhance visual resources.

C.19 Preserve natural resources by: protecting fish, wildlife, and vegetation habitats; retaining the natural character of waterways, shoreline features, hillsides, and scenic areas and viewpoints; safeguarding areas for scientific and educational research; respecting the limitations for air and water resources to absorb pollution; encouraging legislation that will assist logically in preserving these resources and, protecting archeological and paleontological resources.

C.20 Preserve the identity of those areas of the City with unique topographic features and establish proper soil management techniques to eliminate or minimize adverse and unsafe soil conditions.

C.21 Use the Williamson Act, land dedication, scenic easements, or open space easements to preserve unique and special resources in the City.

C.22 Participate in the statewide and regional plans (the state of California's Natural Community Conservation Planning (NCCP), efforts with SANDAG and other north county cities in the preparation of a North County Wildlife Forum Multi-species Habitat Conservation Plan), to conserve sensitive environmental resources.

C.23 Coordinate planning and development of a citywide open space system with habitat planning efforts.

C.24 Minimize the encroachment of development into wetland and riparian areas.

C.25 Coordinate the protection of wetlands, woodlands, riparian areas, and other sensitive habitat areas with appropriate state and federal protection agencies.

C.26 Encourage and participate in regional planning efforts to protect environmentally sensitive species from extinction.

C.27 Require adequate buffers between new development and environmentally sensitive habitats.

C.28 Locate trails and other passive recreational features with care to minimize impacts to sensitive habitats.

C.29 Support innovative site design techniques such as cluster-type housing and transfer-of-development-rights to preserve sensitive environmental resources.

C.30 Require private development which impacts sensitive resources to provide appropriate mitigation measures, so that the existing biodiversity within the City is maintained.

C.31 Amend existing ordinances to specifically indicate that the environmental values of floodplains will be protected.

C.32 Amend existing ordinances as necessary to ensure adequate buffers are provided around floodways, wetlands, riparian areas, woodlands and other sensitive environmental resources.

C.33 Assure that, at minimum, there is no net loss of wetlands acreage or value, and the net gain of wetlands acreage is the long-term goal of the City.

TRAIL/GREENWAY SYSTEM

The objective of this section is to establish policy direction for the creation of a Carlsbad Trail System and comprehensive greenway linkage system within the City.

A. GOALS

A.1 A city with open space areas connected by Greenways.

A.2 A city with a Carlsbad Trail System.

B. OBJECTIVES

B.1 To ensure that there is continuity and environmental sensitivity in the routing and design of the trail system.

B.2 To route trails near environmentally sensitive areas only with appropriate buffers or fencing.

B.3 To provide trails that serve as pedestrian and bicycle transportation between residential and commercial areas.

B.4 To develop and implement Financing Mechanisms for the acquisition, construction and maintenance of the Citywide greenway and trail system.

B.5 To finance, manage, and acquire land for a Carlsbad Trail System.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Establish a Carlsbad Trail System, primarily pedestrian oriented, but for bicycles where feasible, provided that a financing mechanism for the trail system is approved. Until such financing mechanism is in place the trail system shall be considered proposed. (See Map 2: Conceptual Open Space and Conservation Map.)

C.2 Participate with other north county communities to establish an intercommunity open space linkage program and regional trail network.

C.3 Obtain an irrevocable offer to dedicate or a permanent easement for trailways where feasible, in all cases where trails are proposed or required as part of the Carlsbad Trail System.

C.4 Design the trail system to serve both recreation and non-motorized transportation purposes.

C.5 Provide greenway linkages from major recreational/open space areas to other areas of activity, including, but not limited to, residential neighborhoods, places of employment, parks, schools, libraries, and viewpoints.

C.6 Ensure that trails are sensitive to surrounding land uses and are normally placed at a significantly different elevation than adjacent residences.

C.7 Assure that major powerline easements receive credit toward the 15-percent Growth Management open space performance standard if they are enhanced or improved to establish key links in the Carlsbad Trail System.

C.8 Establish that the "Carlsbad Trail System," as depicted on the Conceptual Open Space and Conservation Map, is the conceptual representation of the possible trail alignments throughout the City (see Map 2: Conceptual Open Space and Conservation Map).

C.9 Prohibit the approval of a project which would eliminate the trail alignments as depicted on the Conceptual Open Space and Conservation Map, unless a general plan amendment is approved to delete such a trail segment.

C.10 Address the citywide greenway system and the Carlsbad Trail System when considering and reviewing Local Facilities Management Plans, major development applications and applications involving potential greenway and trail linkages, as shown on the Conceptual Open Space and Conservation Map (see Map 2: Conceptual Open Space and Conservation Map).

C.11 Design physical improvements to trails, of the Carlsbad Trail System, so that they are consistent with the recommendations of the Open Space and Conservation Resource Management Plan.

C.12 Utilize Table 5.4-6 of the General Plan EIR: Carlsbad Trail System Impact/Mitigation Summary to identify potential impacts and consider suggested mitigation measures at the time of specific project review of trail system links and approval.

PROMOTING AGRICULTURE

Agriculture is an important resource in the City of Carlsbad. Agriculture policies are intended to support agriculture activities while planning for possible future transition to more urban uses consistent with the policies of the Land Use Element and the Carlsbad Local Coastal Program.

A. GOAL

A city which recognizes the important value of agriculture and horticultural lands.

B. OBJECTIVES

B.1 To develop an inventory of agricultural uses in the City.

B.2 To promote the establishment of agricultural preserves.

B.3 To promote the use of new technology for agricultural purposes to improve the economic viability of agriculture.

B.4 To ensure that new development is sensitive to existing agricultural uses.

B.5 To ensure that agricultural uses do not adversely impact sensitive environmental resources.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Buffer, where possible, agriculture from more intensive urban uses with less intense land uses which are mutually compatible.

C.2 Encourage the use of water conservation techniques in agricultural enterprises including the use of reclaimed wastewater for irrigation.

C.3 Support agriculture water rates for agricultural/horticultural operations as instituted by the Metropolitan Water District.

C.4 Encourage the establishment of new agricultural preserves for areas within the coastal zone designated for agricultural land use.

C.5 Encourage and support the economic viability of agricultural land.

C.6 Encourage agricultural use as a permissible land use in areas designated as open space in non-environmentally sensitive areas.

C.7 Discourage the premature elimination of agricultural land.

C.8 Utilize Master Plans and Specific Plans to encourage the preservation of highly visible areas cultivated for flower production.

C.9 Assure that urban development takes place in those areas that are the least agriculturally productive.

C.10 Support and utilize all measures available, including the Williamson Act, not only to prevent premature developments, but also to promote the economic viability of agricultural uses.

C.11 Utilize proper design criteria for new development to maximize the preservation of agricultural lands.

C.12 Provide landowners and interested citizens with information about agricultural preserves as established by the Williamson Act and encourage them to utilize this information.

C.13 Accomplish grading of agricultural lands in a manner that minimizes erosion of hillsides and minimize stream siltation and to maintain the appearance of natural hillsides and other land forms wherever possible.

C.14 Manage agricultural land and prime soil as a natural resource and as a significant contrasting land use to the urbanized environment of the City.

C.15 Prevent agricultural run-off and other forms of water pollution from entering the storm drain system and polluting the City's water bodies.

C.16 Prior to the approval of discretionary permits within an existing or former agricultural area in Carlsbad, a detailed soils testing and analysis report shall be prepared by a registered soils engineer and submitted to City and County Health Departments for review and approval. This report shall evaluate the potential for soil contamination due to historic use, handling, or storage of agricultural chemicals restricted by the San Diego County Department of Health Services. The report shall also identify a range of possible mitigation measures to remediate any significant public health impacts if hazardous chemicals are detected at concentrations in the soil which would have a significantly adverse effect on human health.

C.17 If use of agricultural chemicals within an existing agricultural operation has the potential to adversely impact a proposed residential development on an adjacent parcel, mitigation measures including, but not limited to, physical barriers and/or separation between the uses should be considered.

FIRE RISK MANAGEMENT

The following is intended to ensure that fire risk management issues, associated with undeveloped open space, are adequately identified during the planning and acquisition of open space land.

A. GOALS

A.1 A city in which the fire risk presented by native wildland open space is mitigated in a manner that provides a reasonable level of fire protection with sensitivity toward the preservation of natural resources.

A.2 A city in which the on-going cost of fire risk mitigation along the interface of wildland areas and developed property is not fiscally burdensome.

B. OBJECTIVES

B.1 To identify high fire risk characteristics of proposed open space areas prior to designation as open space or acquisition by the City.

B.2 To determine the mitigation measures most appropriate for high fire risk areas, within city designated open space areas, prior to city acquisition or designation of those areas.

B.3 To coordinate fire risk management practices with the City's Open Space, Conservation and Habitat Management planning efforts. Prior to designation or acquisition of land for open space purposes, the issues of fire risk liability; land maintenance practices for the reduction of fire risk; funding for long-term fire risk maintenance; and the environmental impacts of fire risk management will be addressed.

B.4 To coordinate city fire risk mitigation measures with the regulations and policies of local, state and federal agencies.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Develop a procedure to evaluate environmental impacts of fuel management procedures, as required by the Fire Chief, in high risk areas.

C.2 Develop a procedure to evaluate fire risk liability exposure associated with city ownership of open space.

C.3 Require city staff to accurately project the annual costs of abatement of fire hazards on proposed open space properties prior to city acquisition.

AIR QUALITY PRESERVATION

The City of Carlsbad is located in the San Diego Air Basin which has been designated as a non-attainment area for a number of air pollutants including ozone, carbon monoxide, and suspended particulates. The attainment of good air quality must be addressed in a regional context. The objective of this section is to establish the policy direction for the City ensuring the City's continued support and coordination with Local, State and Federal agencies to improve the air quality within the region.

A. GOAL

A city with clean air.

B. OBJECTIVES

B.1 To adopt an Updated Air Quality Management Plan (AQMP).

B.2 To participate in a program to improve air quality in the region.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Participate in the implementation of transportation demand management programs on a regional basis.

C.2 Restrict, whenever possible, all unnecessary vehicle trips during episode violations as defined by the State Air Resources Board.

C.3 Provide, whenever possible, incentives for car pooling, flex-time, shortened work weeks, and telecommunications and other means of reducing vehicular miles traveled.

C.4 Make every effort to participate in programs to improve air quality in the San Diego Region.

C.5 Monitor air quality and cooperate with the ongoing efforts of the U.S. Environmental Protection Agency, the San Diego Air Pollution Control District, and the State of California Air Resources Board in improving air quality in the regional air basin.

C.6 The City shall monitor all construction to ensure that proper steps are taken by developers to reduce short-term construction related impacts to air resources. During cleaning, grading, earth moving or excavation developers shall:

* Control fugitive dust by regular watering, paving construction roads, or other dust preventive measures;
* Maintain equipment engines in proper tune;
* Seed and water until vegetation cover is grown;
* Spread soil binders;
* Wet the area down, sufficient enough to form a crust on the surface with repeated soakings, as necessary, to maintain the crust and prevent dust pick-up by the wind;
* Street sweeping, should silt be carried over to adjacent public thoroughfares;
* Use water trucks or sprinkler systems to keep all areas where vehicles move damp enough to prevent dust raised when leaving the site;
* Wet down areas in the late morning and after work is completed for the day;
* Use of low sulphur fuel (0.5% by weight) for construction equipment.

WATER QUALITY PROTECTION

The following policies are directed at protecting the water quality, recreational value and visual character of surface waters within the City of Carlsbad.

A. GOAL

A city with high quality of water resources.

B. OBJECTIVES

B.1 To control storm water pollutants.

B.2 To design storm water conveyance systems that do not adversely impact sensitive environmental resources.

B.3 To improve water quality within the City.

B.4 To coordinate the management of storm water pollutant with federal, state and local agencies.

B.5 To conserve and efficiently manage the potable water resources available to the City of Carlsbad.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Adopt and implement a Master Drainage and Storm Water Quality Management Plan.

C.2 Periodically, conduct an analysis of the effectiveness of the overall storm water pollution control management program in Carlsbad.

C.3 Utilize Best Management Practices (BMP) for the control of storm water pollutants.

C.4 Make the necessary structural controls to the storm water conveyance system to remove or reduce storm water pollutant levels.

C.5 Develop and implement a program to detect and eliminate illicit connections to storm drains and illegal discharges of non-storm water wastes into storm water conveyance systems.

C.6 Implement a program for the testing and monitoring of storm water flows.

C.7 Preserve, where possible, natural water courses or provide naturalized drainage channels within the City.

C.8 Coordinate the needs of storm water pollution management with habitat management, aesthetics and other open space needs.

C.9 Require that, where possible, naturalized channels and pollution management basins be landscaped with native plant species which balance the needs of fire suppression, habitat values, maintenance, aesthetics and pollution absorption.

C.10 Permit public access to creeks, lakes and lagoons, where consistent with sand resource management practices.

C.11 Conserve, whenever possible, creeks in, or restored to, their natural states.

C.12 Conserve, protect and enhance the water resources of the City.

C.13 Promote the use of water efficient sprinkling and gardening systems.

C.14 Require new development to utilize measures designed to conserve water in their construction.

C.15 Maintain natural water resources in the City of Carlsbad in as natural a state as possible by: (a) conserving or improving the appearance and ecology of those which are in a relatively untouched condition; (b) restoring, in accordance with recognized ecological principles and insofar as it is possible, those water areas which have been significantly altered, to a condition which is most beneficial to the public; and (c) simulating a natural condition in areas which are to be altered in the future for purposes of safety engineering, water conservation, or recreation.

C.16 Prevent industrial waste, agricultural runoff, water softener discharges, domestic detergents, and other forms of water pollution from entering the storm drain system and polluting the City's water bodies.

C.17 Utilize sensitive design criteria to protect the integrity of the water resources in the City.

C.18 Prohibit alteration of waterways and water bodies that would cause significant adverse impacts on the environment.

C.19 Prepare a long range plan that provides for adequate potable water, and addresses water conservation and reclamation programs.

C.20 Conserve, and protect the water resources including, but not limited to, floodplains, shoreline, lagoons, waterways, lakes, ponds, and the ocean.

C.21 Coordinate water quality preservation efforts with other cities and agencies having jurisdiction over the portion of drainage basins which extend beyond the city limits.

HISTORIC AND CULTURAL PRESERVATION

A. GOALS

A.1 A city in which its existing and continuing heritage is protected, preserved, recognized and enhanced.

A.2 A city proud of the beauty and accomplishments characterizing its past and continuing history.

A.3 A city economy strengthened by historic preservation.

B. OBJECTIVES

B.1 To encourage property owners to utilize all available incentives for the preservation of historic resources.

B.2 To promote the use of historic resources for the education, pleasure and welfare of the people of the City.

B.3 To cooperate with historic societies, schools, libraries and citizens to stimulate public interest in historic preservation.

B.4 To enhance the community's recognition that objects of historic importance increase both fiscal and community value.

B.5 To enhance the City's appeal to tourists and visitors in order to support and stimulate business and industry.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Prepare and maintain a Cultural Resource Survey.

C.2 Create and maintain a local registry of cultural resources.

C.3 Provide landmark identification of designated cultural resources.

C.4 Encourage the use of tax incentives, regional, state and federal programs which promote cultural preservation to upgrade and redevelop property vitality.

C.5 Encourage the formation of historic districts for the protection of resources and promotion of tourism.

C.6 Encourage the rehabilitation of historic structures through adoption of the Historical Building Code.

C.7 Incorporate the Cultural Resource Guidelines in the environmental review of development applications.

C.8 Maintain historical reference materials on file in the main branch of the Carlsbad City Library.

C.9 Implement the following measures for paleontological sites:

1. Phase 1

Phase 1 shall consist of a qualified paleontologist doing a literature and records search, surface study, subsurface testing if necessary, the recordation of any sites, and a recommendation regarding the need for further work.

2. Phase 2
If it is determined during Phase 1 that further work is necessary it shall consist of the following:

A. A qualified paleontological monitor shall be present at a pregrading conference with the developer, grading contractor, and the environmental review coordinator. The purpose of this meeting will be to consult and coordinate the role of the paleontologist in the grading of the site. A qualified paleontologist is an individual with adequate knowledge and experience with fossilized remains likely to be present to identify them in the field and is adequately experienced to remove the resources for further study. No grading permits shall be issued until the monitoring plan has been approved by the Planning Director.

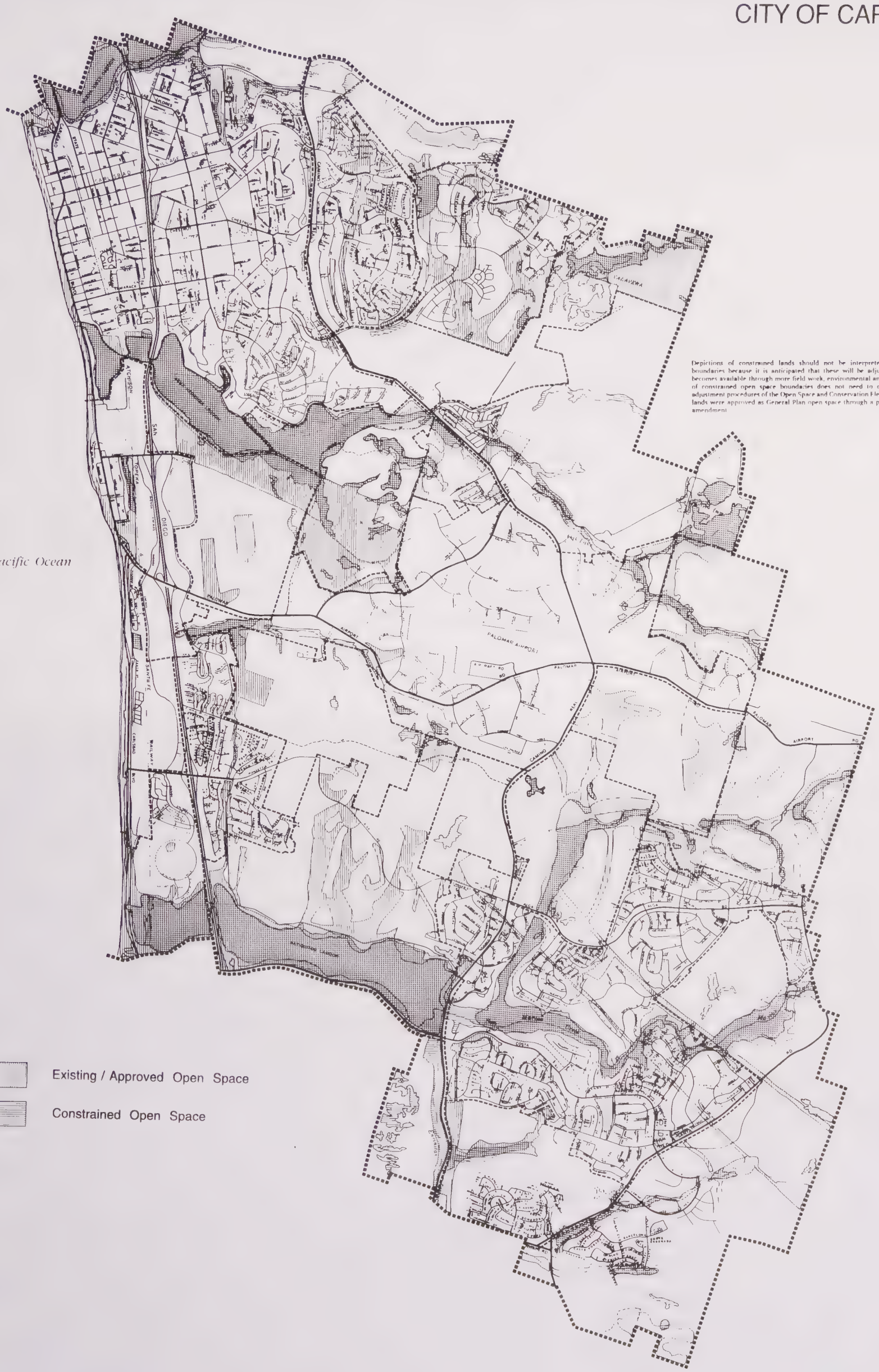
B. A paleontologist or designate shall be present during those relative phases of grading as determined at the pregrading conference. The monitor shall have the authority to temporarily direct, divert or halt grading to allow recovery of fossil remains. At the discretion of the monitor, recovery may include washing and picking of soil samples for micro-vertebrate bone and teeth. The developer shall authorize the deposit of any resources found on the project site in an institution staffed by qualified paleontologists as may be determined by the Planning Director. The contractor shall be aware of the random nature of fossil occurences and the possibility of a discovery of remains of such scientific and/or educational importance which might warrant a long term salvage operation or preservation. Any conflicts regarding the role of the paleontologist and/or recovery times shall be resolved by the Planning Director.

3. Phase 3
Prior to occupancy of any buildings a paleontological monitoring report shall be submitted to the Planning Director and the Carlsbad Historic Preservation Commission. This report shall describe all the materials recovered and provide a tabulation of the number of hours spent by paleontological monitors on the site.

C.10 Prohibit the alteration of properties of state or national significance, unless reviewed under requirements of the California Environmental Quality Act.

OFFICIAL OPEN SPACE & CONSERVATION MAP

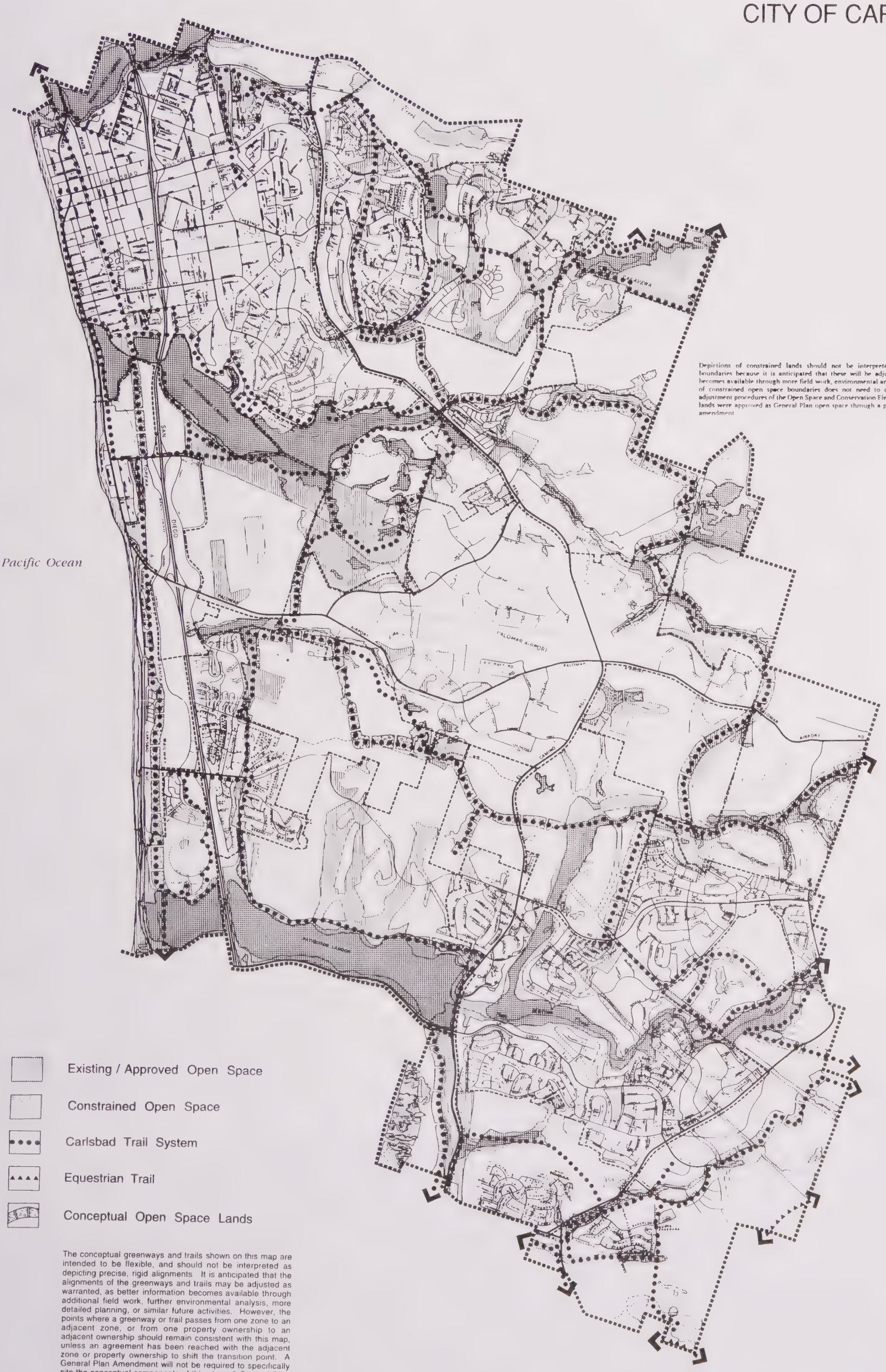
CITY OF CARLSBAD



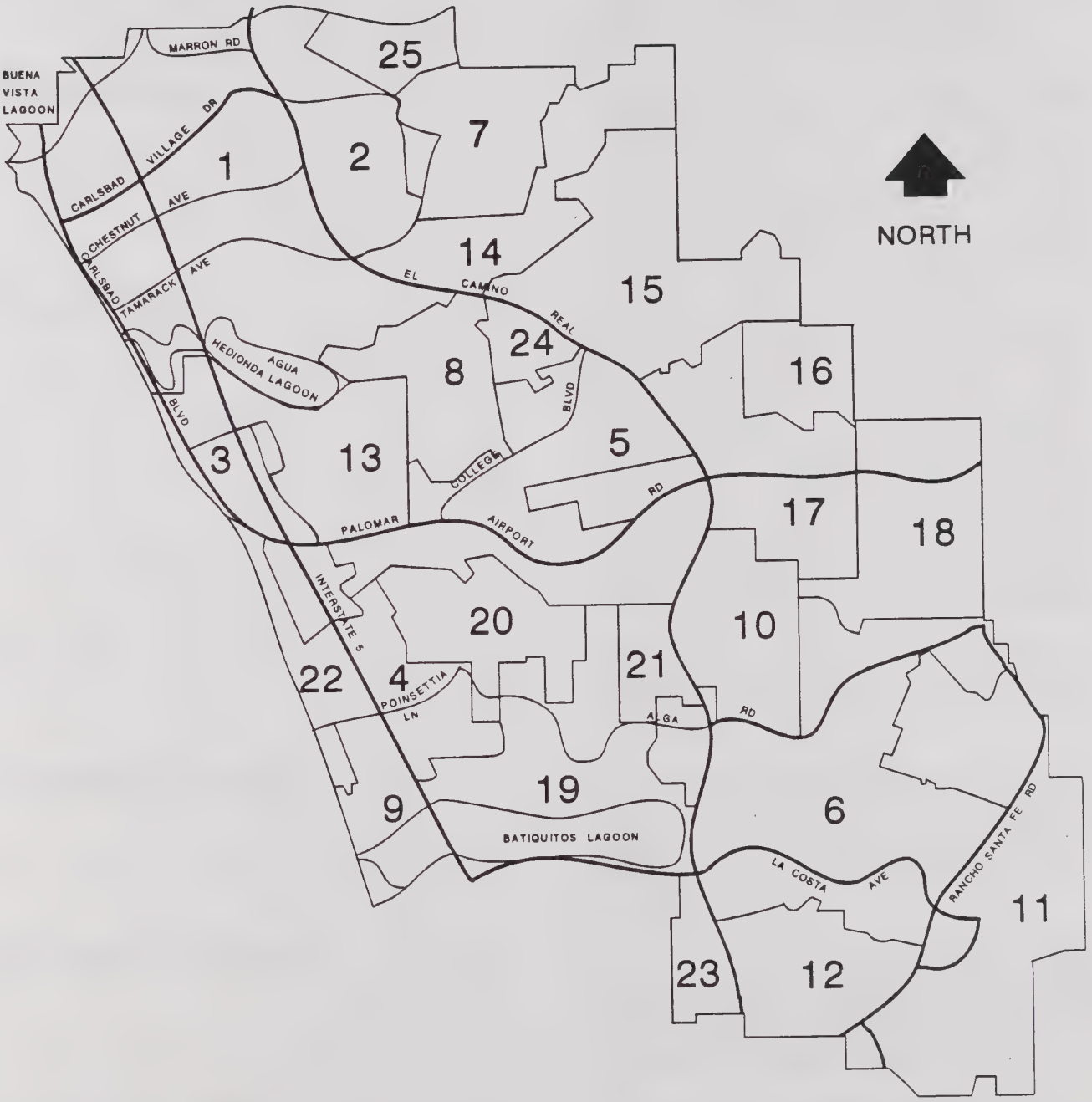
MAP 1

CONCEPTUAL OPEN SPACE & CONSERVATION MAP

CITY OF CARLSBAD



LOCAL FACILITIES MANAGEMENT ZONES



MAP 3

V. GLOSSARY

ACTIVE OPEN SPACE

Open space areas that typically include more complex site improvements and generally have provisions for programmed recreation.

AGRICULTURE

Agriculture is the cultivation and tilling of the soil, dairying, the production, cultivations, growing and harvesting of any agricultural or horticultural commodities, the raising of livestock, bees, fur-bearing animals, or poultry, and the preparation of farm products for market.

AQUACULTURE

Aquaculture means that form of agriculture devoted to propagation, cultivation, maintenance, and harvesting of aquatic plants and animals in marine, brackish, and fresh water. Aquaculture does not include species of ornamental marine or freshwater plants and animals unless utilized for human consumption or bait purposes and maintained in closed systems for personal, pet industry or hobby purposes. This definition specifically excludes hydroponics.

BEACH

A nearly level stretch of pebbles or sand which may be man-made or created by the action of the water, beside a body of water.

BUFFERS, BIOLOGICAL

An area of natural habitat between a riparian or other sensitive habitat and the area modified by adjacent land uses. This area customarily is not accessible to the general public other than for passive recreation.

BUFFERS, GREENBELT

An open area which may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area.

BUFFER, PLANNING

An area of transition between the biological buffer and urbanized land uses. Passive recreation areas may be incorporated into the planning buffer in a manner that focuses activity (and potential access) away from the habitat.

CAMPGROUND

A plot of ground upon which two or more campsites are located, established or maintained for occupancy by camping units of the general public as temporary living quarters for recreation, education or vacation purposes.

CULTURE

The acquaintance with and taste in fine arts, humanities, and broad aspects of science reflected in institutions specializing in zoology, paleontology, history, archaeology, and horticulture.

DESIGNATED SCENIC HIGHWAY OR ROUTE

An eligible route that has been subjected to all of the steps contained in the Carlsbad Scenic Highways Program, found to possess scenic or historical amenities worthy of preservation and implemented by the adoption of a specific plan and overlay zone.

ENHANCED OPEN SPACE

Open Space areas that have been improved.

ENVIRONMENT

The physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, and objects of historic or aesthetic significance.

ENVIRONMENTALLY CONSTRAINED AREAS

Areas in which development is not permitted due to environmental conditions and which include beaches, permanent bodies of water, floodways, slopes greater than forty (40) percent, significant woodland hatitats, major powerline easements, railroad track beds, and other significant environmental features as determined by the environmental review process or by the City Council.

ENVIRONMENTALLY SENSITIVE AREA

Any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and development.

FIRE HAZARDOUS AREAS

Any land covered with grass, grain, brush or forest, land situated close enough to such areas that are seriously exposed to flying brands, situated on slopes or isolated in such a manner that a fire would be difficult to suppress or would result in substantial fire or erosion damage.

FLOODPLAIN

Any land area susceptible to being inundated from any source by flood water of the one-hundred year frequency flood.

GATEWAY

An area of varying dimension within the viewshed of a major entrance route into the city.

GREENWAY

An open space connector linking parks, nature preserves, cultural features, or historic sites to each other and with populated areas in order to improve environmental quality and provide for outdoor recreation.

GOLF COURSE

A tract of land for playing golf, improved with trees, greens, fairways, hazards, and which may include clubhouses and shelters.

HABITAT

A place or type of site where a plant or animal naturally or normally lives and grows.

HISTORIC AREA

A district, zone or site designated by a local authority, state or federal government within which the buildings, structures, appurtenances and places are of basic and vital importance because of their association with history, or because of their unique architectural style and scale, including color, proportion, form and architectural detail, or because of their being, a part of or related to a square, park, or area the design or general arrangement of which should be preserved and/or developed according to a fixed plan based on cultural, historical or architectural motives or purposes.

LINK OR CORRIDOR

A link or corridor is a connecting area which ties together such open space features as environmental resources, wildlife habitat, ecological preserves, recreation areas, and cultural areas. Examples of such links or corridors are greenways, trails, roadways, visual corridors and railroad rights-of-way.

NATURAL OPEN SPACE

"Natural Open Space" includes environmentally constrained and nonconstrained areas that are in, or similar to being in, their natural or naturalized state.

OCEAN

The whole body of salt water that covers nearly three-fourths of the surface of the earth.

Public Safety Element

Heritage Hall was built in 1926 to house the congregation of St. Patrick's Church at the southeast corner of Harding Street and Oak Avenue. In 1952 the church was moved across the street where it became the City's first administrative offices. Over the next few years it served as home to the City Manager, City Council, Police Department and Fire Department, and as a County branch library. As new City offices were constructed and City departments moved out, use of the building changed from that of City Hall, to the City library, to the children's library, to a studio for the North County Ballet. Finally, in 1979 the sturdy little structure was slated for demolition to make way for a parking lot; however, it was rescued from demolition by a coalition consisting of Friends of the Library, the Carlsbad Historical Society and volunteer building tradesmen who arranged for it to be moved to Magee Historical Park. With only minor repairs, the old church once again became a public meeting place.

Note: Information derived in part from SEEKERS OF THE SPRING, by Marjorie Howard-Jones.

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I. INTRODUCTION

A. BACKGROUND AND INTENT

The purpose of the Public Safety Element is to introduce safety considerations into the planning and decision-making processes of the City to reduce the risk of injury, loss of life, property damage and economic and social dislocation resulting from natural and manmade hazards. The element contains the City's goals and objectives aimed at reducing the risks associated with identified hazards. It provides information and implementing policies and programs to improve land use planning and introduce mitigating measures into the City's development process.

B. STATE LAW

Government Code Section 65302(g) requires each California city and county to include within its general plan a public safety element which must address the protection of the community from any reasonable risks associated with the effects of seismic and other geologically-induced hazards, flooding, and fires. The Public Safety Element is required to include mapping of known seismic and other geological hazards. Where applicable, it must also address evacuation routes, peak load, water supply requirements, minimum road widths and clearances around structures.

State law also allows cities to address any other locally relevant issues in its public safety element. In addition to those mentioned above, Carlsbad's Public Safety Element also addresses airport hazards, crime prevention, disaster preparedness and the protection from other local health and safety hazards such as fire, crime, hazardous materials, and oil spills.

Utilization of this element and implementation of the proposed action programs should help reduce the risks to which local residents and their property are now exposed, or could be subject to in the future. However, it should be recognized that the scope of the element is broad and the availability of data in many of the subject fields is limited. For these reasons, the Public Safety Element should not be considered as the final word in safety planning, but rather, it should be seen as a foundation to be strengthened and built upon in the future.

C. RELATIONSHIP TO OTHER ELEMENTS

Particularly strong relationships exist between the Public Safety Element and the Land Use and the Open Space and Conservation Elements. The Land Use Element should include the consideration of certain hazardous areas in the classification of land uses and their intensity. Through restrictions on the development of hazardous areas, identified by careful investigation as proposed in the Public Safety Element, the Land Use Element will supplement the policies and action programs of this element.

Areas subject to severe hazards especially those related to seismic or flood-prone conditions should be considered for a reduced level of development or open space protection as part of the Open Space and Conservation Element.

Because good accessibility on the transportation system is of vital importance in providing emergency services, the Public Safety Element is related to the Circulation Element.

Finally, the Public Safety Element also is related to the Housing Element and the Historic Preservation Element in that it identifies areas that may present hazardous conditions for residential structures and proposes precautionary measures related to older existing structures.

II. EXISTING CONDITIONS

A. GEOLOGIC AND SEISMIC HAZARDS

"There are no known active or potentially active faults located within the City limits."

Geotechnical and seismic hazards within the City of Carlsbad have a significant probability of occurring and causing potential damage to property and possible loss-of-life. These hazards include adverse geologic conditions such as out-of-slope bedding, landslides and mud flows, erosion, siltation, subsidence, ground shaking and other seismic effects from earthquakes on regional faults. Maps showing areas of known geotechnical, geologic, seismic and other geologic hazards are on file in the Planning Department. The following is a summary of the findings contained in the Burkland and Associates geotechnical report (1974) as updated by the Geotechnical Hazard Analysis and Mapping Study prepared by Leighton and Associates, Inc. in 1992.

-On the basis of existing geotechnical information, approximately 85% of land within the City could be utilized for urban activity following routine geotechnical investigations of individual development sites.

-About 15% of land within the City has geologic conditions which would require that detailed geotechnical investigations be conducted at individual development sites to determine feasibility for urban use.

-Based on current geologic knowledge, there are no known active or potentially active faults located within the City limits. The closest known active fault is the Rose Canyon Fault Zone located approximately 3 to 4 miles offshore. Mapping of all known inactive faults located within the City are illustrated on Map 1: Seismic Faults.

-Erosion and the resulting siltation are existing geotechnical problems generally found within the undeveloped portions of the City limits.

-Potential geotechnical problems within the City limits may include natural and manufactured slope and bluff instability, excavation of hard rock, drainage, flooding, expansive and compressible soils, and secondary seismic effects.

-Those portions of the City underlain by deep, soft, saturated soils may be susceptible to the seismic hazards of liquefaction, lurch cracking, lateral spreading and local subsidence.

-The beach areas are susceptible to the seismic hazard of tsunami (tidal waves), and the lagoon areas are susceptible to the seismic hazard of seiche (raising and lowering of water surface).

-No Special Study zones, as required by the Alquist-Priolo Geologic Hazards Act, (as of the latest update of the Act in 1990) have been delineated within the City by the State Geologist, and based on the information developed in the Geotechnical Hazards Analysis and Mapping Study (1992), none are expected.

B. FLOOD HAZARDS

The City of Carlsbad has the potential for flood hazards along the its entire coastline as well as the following major drainage basins:

1. Buena Vista Creek and Buena Vista Lagoon
2. Agua Hedionda Creek, its northern tributary, and the Agua Hedionda Lagoon
3. San Marcos Creek and its northern tributary
4. Batiquitos Lagoon
5. Encinitas Creek

These potential flood locations are identified on flood insurance rate maps (FIRM) that are supplied by the Federal Emergency Management Agency (FEMA). The

maps are based on hydrologic (the distribution of water on the surface) analysis, and hydraulic (the movement of water) analysis. Data used in preparing the FIRMs includes information on historical storm systems, tides, waves, beach profiles, topography, and drainage patterns.

Also located within the City are two dams and a reservoir which have the potential for flooding. These include Calavera Dam, which flows into the northern tributary of the Agua Hedionda Creek, Squires Dam which flows into Agua Hedionda Creek itself and the Stanley Mahr Reservoir which flows into the San Marcos Creek. Further, there is the possibility of catastrophic dam failure inundation from Calavera Dam, Lake San Marcos Dam, Stanley Mahr Reservoir and Squires Dam in the case of seismic activity or sabotage. These dams are periodically inspected by the State of California Division of Dam Safety. Mapping of flooding due to catastrophic dam failure inundation is on file in the Planning Department.

The City addresses these flood hazard areas in its Floodplain Management Regulations (Carlsbad Municipal Code, Chapter 21.110) which require a Special Use Permit (SUP) for any development proposed in areas of special flood hazards and areas of flood-related erosion hazards. The Floodplain Management Regulations restrict or prohibit land uses considered unsafe in a floodplain. They address standards of construction such as anchoring of structures, construction materials and methods, and elevations and flood proofing. Also included are standards for utilities such as water supply lines and sanitary sewage systems.

The FIRMs and Floodplain Management Regulations are used by City staff to review any proposed development within flood hazard areas (Map 2: 100 Year Floodplain Boundaries). Data are required from proposed developments that demonstrate that habitable structures will be kept above flood elevations. Special certifications are required to be signed by licensed professionals verifying compliance with these regulations.

Developments which do not fall under the Floodplain Management Regulations are also reviewed by the City Engineering Department for flooding potential. Proposed grading and drainage improvements are analyzed to ensure that drainage is not diverted from its natural drainage basin to another basin that was not designed to take that additional flow.

C. FIRE HAZARDS

The City of Carlsbad Fire Department currently provides fire protection and paramedic services to all of Carlsbad. The City was last surveyed by the Insurance Services Office (ISO) in 1992 receiving a Class 4 rating. Based upon the ISO rating system of 1 through 10, with the highest rating being 1 and 10 the lowest, the Carlsbad Fire Department offers adequate service.

The Carlsbad Fire Department currently maintains six stations throughout the City. The locations of the fire stations are dictated by Carlsbad's Growth Management Plan which calls for additional fire stations whenever there are more than 1,500 dwelling units outside a five minute road-response time from an existing station. Given the current traffic circulation master plan, all of Carlsbad at buildout can be served from the existing six sites, thus maintaining the growth management standard. As population increases, the demand for emergency services will increase. Fire stations are managed and planned to assure that additional personnel and equipment will be added as needed.

As a City surrounded by natural vegetation, Carlsbad is a medium fire hazard area for wildland fires which threaten both developed and undeveloped property. In addition, there are many inaccessible brush-covered canyons and hillsides in Carlsbad which add to the City's wildland fire hazard. During times of hot, dry weather with easterly winds, it is not uncommon to have several serious brush fires that require Carlsbad to use outside mutual-aid fire fighting help to control the fires. Some of the City's wildland, canyons, hillsides and other habitats are included in the Citywide Open Space System and discussed in the Open Space and Conservation Element. Goals, Objectives, and Implementing Policies and Programs addressing fire risk management in such areas are discussed in greater detail in the Open Space and Conservation Element.

Roughly 80 percent of the structure fires in Carlsbad are in single family residences. These fires typically involve common household contents such as furnishings, wood and plastics.

The Fire Department has signed automatic aid agreements with all surrounding communities when additional fire fighting resources are needed. The City is also part of both the San Diego County and State of California Master Mutual Aid Agreements and maintains a separate agreement with the California Department of Forestry.

The Carlsbad Fire Department has a weed abatement program which begins in April of each year. At that time, the City is surveyed for properties having weeds that have grown to such an extent that a fire hazard is created. Property owners are notified and given time to remove the weeds. If the weeds are not removed by the owner within the designated time frame, the fire department hires a weed abatement contractor to undertake the removal and charges the property owner for the City's cost.

The Carlsbad Fire Department requires a minimum flow of water for fire protection in accordance with the adopted Uniform Fire Code and the Insurance Services Office standards. Water mains serving single-family detached houses must provide a flow of 1,000 to 1,500 gallons per minute, in addition to the peak normal maximum daily consumption needs for a neighborhood. The required fire-flow standard for commercial, industrial, manufacturing and large apartment buildings varies from 1,500 to 5,000 gallons per minute, in addition to the peak normal daily consumption needs. This standard is based on type of construction, type of use and any built-in fire protection (sprinklers, etc.).

Clear emergency vehicle access to buildings is also important. Such access is regulated by the adopted Uniform Fire Code and adopted Carlsbad traffic circulation standards. Under the Fire Code, all portions of a building shall be within 150 feet of a serviceable fire access road. On public streets the minimum clear width required for emergency vehicles by the Fire Code is 20 feet. For example, a residential street with parking allowed on both sides would be not less than 36 feet in total width.

There are currently no water flow pressure deficiencies in Carlsbad. The Carlsbad Fire Marshal reviews proposed projects to ensure adequate fire hydrant locations, water flow pressure, and access for emergency vehicles. He also assures that other requirements of the Uniform Fire Code are met.

In addition to providing fire protection, the Carlsbad Fire Department provides advanced basic and emergency medical services through fire engines and paramedic ambulances. All fire fighters are certified to Emergency Medical Technician/Fire Service level as required by the State.

D. DISASTER PREPAREDNESS

The City of Carlsbad has adopted the "City of Carlsbad Emergency Plan", prepared in conjunction with the Unified San Diego County Emergency Services Organization (USDCESO). This plan addresses the City's planned response to extraordinary emergency situations associated with any type of natural disaster, technological incident, or State of War emergency. The plan includes the City as part of the Statewide Emergency Management System. The plan does not apply to day-to-day emergencies or the well-established and routine procedures used in coping with these situations. Instead, the operational concepts focus on those extraordinary emergencies which pose threats to life and property and the overall well being of the community.

The Emergency Plan was written within federal and state guidelines and is organized under two interacting emergency management systems. The basic plan is written under a system known as "Multi-Hazard Functional Planning". This simply means the emergency response organization is designed to respond to any type of emergency without having to modify it to "fit" a particular type of emergency. This system interfaces very closely with the second management system which is known as the "Incident Command System". It is based upon managing the five principal activities which take

place during any larger scale emergency or disaster. They are: Command, Operations, Planning, Logistics and Finance. The City's Emergency Operations Center located at the Safety and Service Center is organized under the Incident Command System. The normal activities of most City departments lend themselves to supporting one or more of the five major activities; and City departments have been assigned responsibilities in the plan as it best relates to the work they normally do.

When an emergency is legally declared, government powers are broadened. The City Council becomes the Disaster Council and is able to focus its enhanced governing powers on the immediate needs to the community. The City Manager becomes the Director of Emergency Services with the authority to manage all emergency operations in the City. Selected department heads serve as members of the Command Section with major management roles in the emergency plan for guiding the overall strategy of the response organization.

"Depending on the scale of the emergency, [residents] will be relocated to the closest possible emergency center...the closest suitable public building or open area, such as schools and parks for emergency care and shelter areas."

Carlsbad's emergency plan follows the prevailing view of disaster planners that evacuation of neighborhoods during emergencies tends to complicate problem-solving and the movement of emergency vehicles. Residents will be relocated from their homes and businesses only when it is the best option. Depending on the scale of the emergency, they will be relocated to the closest possible emergency center. The City's plan uses the closest suitable public building or open area, such as schools and parks for emergency care and shelter areas. Medical supplies are pre-positioned at some city facilities. Agreements exist with other agencies to use their facilities during emergencies. Primary road arterials that could be used to move people are: El Camino Real, Carlsbad Boulevard, La Costa Avenue, Rancho Santa Fe Road, and Carlsbad Village Drive.

Various training activities are conducted during the year, and culminate in an annual Citywide emergency simulation exercise, the results of which permit the City to continually refine the effectiveness of the City's emergency plan and response organization.

E. HAZARDOUS MATERIALS

There are some industrial sites within the City which store and use flammable materials and chemicals which are hazardous if inappropriately used. However, the sites are few in number relative to those found in other cities of Carlsbad's size and are heavily regulated by local, county, state and federal laws.

Carlsbad is traversed by a freeway, a railroad, and petroleum pipelines, as well as the oil and natural gas pipelines to the Encina Power Plant (Map 3: High Pressure Gas and Petroleum Transmission Lines). While the potential exists for a hazardous materials transportation emergency in Carlsbad, such emergencies are in fact historically rare; however, the Fire Department is prepared to deal with an incident should one occur.

If evacuation should become necessary due to a chemical spill or other accident which could result in the exposure of Carlsbad residents to dangerous conditions, it is the responsibility of the Police Department, in cooperation with the Fire Department, to conduct an orderly evacuation from endangered areas.

The City also belongs to the San Diego County Unified Disaster Council and Joint Powers Authority-Hazardous Materials Response Team, which responds to assist Carlsbad in a major chemical emergency.

The City also falls under the jurisdiction of the San Diego County Hazardous Waste Management Plan which is the primary planning document providing overall policy direction toward the effective management of the

County's hazardous waste. The plan describes how 100% of San Diego County's hazardous waste stream can be safely managed within the County, and is the guide for local decisions regarding the management of hazardous wastes. Designed to protect the public health and the environment, the plan focuses on a hierarchy of hazardous waste management techniques, which include, in order of priority:

- source reduction,
- waste minimization,
- on-site treatment, and
- off-site treatment at a multi-use facility.

All new development proposals within Carlsbad must provide compliance with this plan.

F. CRIME HAZARDS

Police protection for Carlsbad residents is provided by the Carlsbad Police Department which operates from the Safety Center located on Orion Way. Among San Diego cities with municipal police departments, Carlsbad has the second lowest FBI Crime Index per 1,000 population.

Carlsbad has adopted a standard of a maximum six-minute response time for police service on priority-one emergency calls. Police service (or the number of officers serving the City) is based upon actual workload measures including response times, travel times, type of service, number of calls for service, and the time of day that calls are received. The City's future Geographic Information System (GIS) will provide the ability to analyze this information more accurately and to enable the City to provide police service concurrent with demand.

The Police Department has numerous programs designed to increase crime prevention including Drug Abuse Resistance Education (DARE), Business Watch, Neighborhood Watch, Operation CAT (Combat Auto Theft), Operation ID (property identification), Juvenile Diversion, and the Guide Program. These are supplemented by a problem solving approach used by officers to help solve community problems which often enlists the help of other City departments as well as county and state agencies.

G. McCLELLAN-PALOMAR AIRPORT

McClellan-Palomar Airport is located within the corporate city limits of Carlsbad, approximately four miles southeast of the Carlsbad Village Area. The airport, owned and operated by San Diego County, serves as a major general aviation facility for northern San Diego County. The San Diego Association of Governments (SANDAG) is responsible for preparing comprehensive land use plans for the area surrounding the airport, based on aircraft-produced noise impacts and aircraft-produced accident potential considerations.

McClellan-Palomar Airport opened in 1959 with a 3,700 foot-long by 100 foot-wide runway which was later expanded to 4,700 feet by 150 feet in 1961. In 1973, an Airport Traffic Control Tower was placed in operation. It is currently operated from 6:00 a.m. to 9:00 p.m. daily. The Federal Aviation Administration (FAA) classifies the airport as a general utility facility--an airport mainly serving aircraft with a maximum gross takeoff weight of 12,500 pounds or less. However, some aircraft larger than 12,500 pounds but less than 60,000 pounds do operate at the airport. The limit of 60,000 pounds per aircraft will continue to limit the airport to general aviation; there are no plans for it to become a commercial airport.

The Comprehensive Land Use Plan, McClellan-Palomar Airport, prepared according to FAA requirements by SANDAG, identifies areas likely to be impacted by noise and flight activity created by aircraft operations at the airport. These impacted areas include the Airport Influence Area, the Clear Zone, and the Flight Activity Zone (Map 4: Airport Influence Area).

The Airport Influence Area encompasses those areas adjacent to the airport which could be impacted by noise levels exceeding the California State Noise Standards or where height restrictions would be needed to prevent obstructions of navigable air space. Depending

on location, compatible land uses include non-residential uses such as office, industrial, commercial or low density residential uses such as single family dwellings.

The Clear Zones are land areas adjacent to the ends of the runway over which aircraft using the airport must pass for each operation, either arrival or departure. These areas are owned by the County and generally limited to open space types of land uses.

The Flight Activity Zone identifies land within the Influence Area which should be held free of intensive development (for example, more than ten dwelling units per acre), including high rise development and all uses which involve the assembly of large groups of people (more than 100). The plan recommends restricting development to industrial land uses with a small section at the southwestern corner designated as single family residential.

The City requires discretionary review of all proposed development projects within the Airport Influence Area. All parcels must process either a site development plan, planned industrial permit, or other discretionary permit. All projects are required to comply with Federal Aviation Administration regulations concerning the construction or alteration of structures that may affect navigable airspace.

H. OIL SPILLS

The City of Carlsbad has the potential of being impacted by coastline oil spills although such an occurrence is considered unlikely. If an oil spill were to occur, the authority and responsibility for clean up operations would be assumed by the U.S. Coast Guard, in conjunction with the State Lands Commission and the California Department of Fish and Game. The City, under its Disaster Preparedness Plan, would assume responsibility for any operations (such as traffic control) on land.

The only business in Carlsbad that has direct delivery from oil tankers is the San Diego Gas and Electric (SDG&E) Encina Power Plant located north of Cannon Road along Carlsbad Boulevard. Annually, this facility accepts oil deliveries from approximately four tankers and three barges. As can be seen below in Table 1: Oil Deliveries, this number has lessened over the last decade. The reduction is due primarily to increased utilization of natural gas rather than oil.

Table 1: OIL DELIVERIES

	Tankers/ Yr	Barrels/ Ea	Barges/ Yr	Barrels/ Ea
1983-85	39	250,000	3	50,000
1986-89	20	250,000	8	50,000
1990-91	4	250,000	10	50,000
1991-92	0	0	7	5@50,000 2@100,000
1992-93	0	0	14	7@50,000 7@100,000
1993-94	1	270,000	1	100,000

Oil delivered to the Encina plant is known as low sulphur residual oil. This is a liquid substance, heated to a temperature of 135 degrees Fahrenheit, which solidifies below a temperature of 90 degrees. Upon delivery, the heated oil is transported from the tanker through a 225 foot flexible line to a 20 inch diameter pipeline located 3,500 feet offshore from the power plant. Oil flow is gradually increased to a maximum of 12,000-14,000 barrels/hour. Deliveries are normally complete within 12-36 hours depending on the size of the cargo.

Oil spill hazards are considered minimal due to the type of oil transferred from the tankers through the pipeline to the plant. Should a leak occur, residual oil would solidify and be easier to clean up than crude oil. The chance of a shipwreck and subsequent oil spill are also considered negligible because the shoreline is not rocky, no other large vessels enter the area, and the site is well identified.

All oil transfer operations, as well as emergency cleanup operations, are defined by the Encina Marine Terminal Operations Manual/Contingency Plan and approved by the Coast Guard. SDG&E submitted a Final Contingency Plan to the Department of Fish and Game on April 1, 1994. Approval of the document is pending.

Inspection of all operations and equipment are conducted annually by certified personnel. An oil boom deployment exercise is conducted annually for equipment checkout and personnel training. This exercise is monitored by the Coast Guard, the State Lands Commission, and the Department of Fish and Game.

To reduce emergency response time by oil spill cleanup contractors, San Diego Gas and Electric maintains emergency response equipment on scene during all oil transfer operations. This equipment includes a 110 foot oil spill response vessel which carries 3,000 feet of oil containment boom. The vessel also carries skimming equipment, oil storage capacity, and miscellaneous absorbent materials. In addition, a 50 foot mooring vessel assists tankers and barges in safely mooring to the facility. Nine personnel operate these vessels including two certified divers. On shore, two certified operators operate the shore-side equipment required during oil transfers. They are in constant radio contact with vessel personnel. Shoreside equipment includes 1,600 feet of oil containment boom stored in a mobile trailer plus a large assortment of miscellaneous absorbent materials. All of this equipment would be available to the City of Carlsbad as well as nearby coastal communities in the event of oil spills affecting their shorelines or any of the lagoons.

I. ELECTRO-MAGNETIC FIELDS

Electro-magnetic fields (EMFs) are generated by the movement and consumption of electric power. High-voltage transmission lines, low-voltage distribution lines, substations, electrical service vaults, and household appliances all generate EMFs. Although there has been a great deal of scientific discussion regarding the impacts of EMF, there has been no "safe" level of exposure yet established for EMF effects. There are no federal or state-set EMF standards at this time; however, some municipal agencies are proposing a policy of "prudent avoidance". This policy allows decision-makers to review strategies to minimize EMF exposure, but only adopt those which look to be 'prudent' investments given their costs and current level of scientific understanding about possible risks.

It is the City's policy to monitor both research in this field as well as regulatory proposals of federal and state health and environmental agencies. However, until comprehensive land use procedures are developed and required by such an agency, the City does not propose to adopt any land use regulations for EMFs. Existing electrical transmission lines traversing the City are identified on Map 5: Electric Transmission Lines and Substations.

III. GOALS, OBJECTIVES AND IMPLEMENTING POLICIES AND ACTION PROGRAMS

GENERAL

A. Goal

A City which minimizes injury, loss of life and damage to property resulting from fire, flood, crime, hazardous material, or seismic disaster occurrence.

GEOLOGY AND SEISMIC SAFETY

A. Goal

A City which minimizes injury, loss of life, and damage to property resulting from potential geologic and seismic disasters.

B. Objectives

B.1 To establish a development project review process that allows consideration of seismic and geologic

hazards at the earliest possible point in the development process, preferably before comprehensive engineering work has commenced.

B.2 To develop a program to identify existing potentially hazardous structures in the City of Carlsbad. These structures shall be abated or modified within a reasonable period of time, or their usage or occupancy modified when loss of life is a factor.

B.3 To work with other agencies to increase public awareness of geologic and seismic hazards.

B.4 To institute policies and programs that observe physical constraints in the City of Carlsbad regarding seismic and geologic problems and integrate them into the planning and development review process.

C. Implementing Policies and Action Programs

C.1 Review and revise all applicable City codes, ordinances, and policies, where necessary, to ensure compatibility with the geologic and seismic information contained in this element (e.g. grading ordinance, environmental protection ordinance).

C.2 Require project applicants to submit evidence that structures are designed to meet ground response characteristics of their individual site.

C.3 Prohibit the location of critical structures directly across known faults unless a geotechnical and/or seismic investigation is performed to show that the fault is neither active nor potentially active.

C.4 Use the City's geotechnical maps (prepared by Leighton & Associates, Inc., 1992) as generalized guidelines for planning purposes and in determining the type of geotechnical report to be required as well as the extent of the report. These maps include the Geotechnical Hazards/Constraints Map, Land Use Capability Map, Fault Location and Seismically-Induced Ground Shaking Map, Mineral Resources and Catastrophic Dam Failure Inundation, and the Tsunami and Seiche Hazard Zone Map. (These maps are on file in the Planning Department.)

C.5 Require applicants to conduct detailed geologic and seismic investigations at sites where the construction of critical structures (high-occupancy structures and those which must remain in operation during emergencies) and structures over four stories are under consideration.

C.6 Enforce the State Map Act provision that subdivision maps may be denied if a project site is not physically suitable for either the type or density of a proposed development.

C.7 Require qualified professionals in the fields of Soil Engineering and Engineering Geology to review grading plans and inspect areas of excavation during and after grading, to evaluate slope stability and other geotechnical conditions that may affect site development and public safety. It is imperative in areas of known or suspected landslides and/or adverse geologic conditions to ascertain slope stability before and after development. The following determinations should be made in these cases: extent of landslide, depth-to-slide plane, soil types and strengths, presence of clay seams and ground water conditions.

C.8 Establish procedures to efficiently process required geotechnical reports. All reports dealing with geology should be produced, reviewed, and approved by geotechnically competent persons. However, only in those cases where city staff cannot adequately review and assess geologic reports should outside consulting help be sought.

C.9 Establish a program to identify and evaluate existing potentially hazardous structures. This work should include the assistance of a structural engineer experienced in this field.

The following structures shall be identified:

1) Structures, built prior to 1933;

2) Public buildings, especially ones with emergency service potential; and

3) Major public utilities.

C.10 Abate or modify potentially hazardous structures when loss of life is a potential factor. If the demolition of residential structures is required, an adequate relocation program for legal residents of the structure shall be instituted.

C.11 Develop recommendations regarding unreinforced masonry, aged and dilapidated structures and structurally unstable architectural appendages and ornaments, such as parapets or marquees.

C.12 Require installation of appropriate siltation and erosion control measures on proposed building and development sites wherever there is a potential for soil erosion.

C.13 Expand the City's data base in geology and related disciplines and, in addition, cooperate in a regionwide program, if one is established.

C.14 Review and update periodically the information contained in this element to reflect the latest geotechnical data available.

C.15 Recognize that geotechnical conditions including soil engineering, geologic and seismic conditions included in the Geotechnical Hazards Analysis and Mapping Study (Leighton & Associates, Inc., 1992) are generalized in nature and should be used for planning purposes only. Site specific investigations, either routine or detailed (depending upon the proposed development and existing geotechnical conditions of the site), should be performed prior to the granting of approval to proceed with development. Geotechnical Hazards Maps are available in the Planning Department.

C.16 Require an investigation by a qualified engineering geologist, where it has been determined that a probable seismic hazard exists.

C.17 Design all structures in accordance with the seismic design standards of the Uniform Building Code and State building requirements.

FLOOD HAZARDS

A. Goal

A City which minimizes injury, loss of life, and damage to property resulting from the occurrence of floods.

B. Objectives

B.1 To develop standards and criteria to reduce flood hazards and implement them by adopting new codes and ordinances or strengthening existing ones.

B.2 To restrict or prohibit uses which are dangerous to the health and safety of people or adversely affect property due to water and erosion hazards, or which result in damaging increases in erosion or flood height or velocities.

B.3 To continue to pursue flood control programs through such means as: application of the grading ordinance, the flood plain overlay zone, and the recommendations of the Open Space and Conservation and the Public Safety Elements.

B.4 To seek the cooperation and coordination of all jurisdictions and agencies such as the San Diego County Flood Control District, involved in the mitigation of flood hazards.

C. Implementing Policies and Action Programs

C.1 Enforce the Colby-Alquist Floodplain Management Act which prohibits the placement of structures in the floodway, except for public utility or communication lines.

C.2 Require a Special Use Permit for all development proposed within the 100-year floodplain. Review all such proposals to ensure that all building elevations are higher than the peak flow level of a 100-year flood and do not adversely impact other properties.

C.3 Require all proposed drainage facilities to comply with the City's "Standard Design Criteria" to ensure they are properly sized to handle 100-year flood conditions.

C.4 Comply with all requirements of the State Department of Water Resources' Division of Dam Safety to ensure adequate flood control.

C.5 Review all new development proposals to ensure compliance with those sections of Titles 18 and 20 pertaining to drainage and flood control structures.

C.6 Comply with Federal Emergency Management Agency requirements to have a program of identifying flood hazard areas and controlling development within these areas in order for residents to qualify for federal flood insurance.

C.7 Require installation of protective structures or other design measures to protect proposed building and development sites from the effects of flooding or wave action.

FIRE AND EMERGENCY MEDICAL SERVICES

A. Goals

A.1 A City which minimizes the injury, the loss of life and damage to property resulting from fire hazards.

A.2 A City which optimizes the organization and delivery of emergency services.

B. Objectives

B.1 To reduce fire hazards to an acceptable level of risk.

B.2 To maintain an initial emergency travel response time of five (5) minutes.

B.3 To maintain close coordination between planned improvements to the circulation system within the City of Carlsbad and the location of fire stations to assure adequate levels of service and response times to all areas of the community.

B.4 To require a minimum flow of water for fire protection in accordance with adopted City Uniform Fire Code.

B.5 To consider, in land use decisions, site constraints in terms of hazards and current levels of emergency service delivery capabilities. In areas where population or building densities may be inappropriate to the hazards present, measures shall be taken to mitigate the risk of life and property loss.

B.6 To coordinate the delivery of fire protection services through mutual aid agreements with other agencies when appropriate.

C. Implementing Policies and Action Programs

C.1 Enforce the Uniform Building and Fire Codes, adopted by the City, to provide fire protection standards for all existing and proposed structures.

C.2 Review new development proposals to consider emergency access, fire hydrant locations, fire flow requirements, and wildland fire hazards.

C.3 Require new development to provide the installation of emergency water systems and all-weather access roads prior to the placement of combustible materials on the site.

C.4 Continue the use of local ordinances to expand the use of automatic fire sprinklers (above the minimums required by regional model building codes) and require wood roofs to be fire retardant, especially in new commercial and residential construction.

C.5 Inspect all new or altered buildings and structures to be sure they conform with applicable fire, building and life safety codes.

C.6 Administer a weed abatement program to limit fire hazards in and around developed areas.

DISASTER PREPAREDNESS

A. Goal

A City which provides for emergency response during and after catastrophic events.

B. Objectives

B.1 To undertake periodic disaster exercises to test and improve jurisdictional and inter-departmental coordination and response to emergencies brought about by catastrophes such as fire, flood, earthquakes, and hazardous spills.

B.2 To establish and maintain safe and effective evacuation routes.

C. Implementing Policies and Action Programs

C.1 Maintain and periodically update the City of Carlsbad Emergency Plan as appropriate information becomes available. Revisions shall refine the overall City Emergency Plan to include specific emergency requirements and activities for potential disasters.

C.2 Promote public awareness of possible natural and man-made hazards, measures which can be taken to protect lives and property, response plans, and evacuation routes.

HAZARDOUS MATERIALS

A. Goal

A City which minimizes injury, loss of life, and damage to property resulting from hazardous materials disaster occurrence.

B. Objectives

B.1 To limit the hazards associated with the manufacture, use, transfer, storage and disposal of hazardous materials and hazardous wastes through enforcement of applicable local, county, state and federal regulations.

B.2 To comply with San Diego County's Hazardous Waste Management Plan.

B.3 To regulate locations for the manufacture, storage, and use of hazardous materials within the City through implementation of Title 20 of the Carlsbad Municipal Code, the Zoning Ordinance.

C. Implementing Policies and Action Programs

C.1 Review land use decisions to consider constraints presented by the potential for on-site and off-site contamination by use, transfer, storage, or land disposal of hazardous materials and wastes. Land use decisions should be consistent with federal, state and county environmental regulations.

C.2 Provide for hazardous materials emergency incident responses. Coordinate such responses with applicable federal, state and county agencies.

C.3 Maintain regulations which require proper storage and disposal of hazardous materials to reduce the likelihood of leakage, explosions, or fire, and to properly contain potential spills from leaving the site.

C.4 Enhance and expand the use of desiltation/ pollutant basins to function as hazardous material spill control facilities to prevent the spread of contaminants to downstream areas.

CRIME HAZARDS

A. Goal

A City which minimizes injury, loss of life, and damage to property resulting from crime.

B. Objectives

B.1 To maintain a high standard for the delivery of law enforcement services, including a commitment to the use of state-of-the-art equipment and management techniques.

B.2 To provide sworn staff in sufficient numbers to support basic patrol services consistent with patterns observed in progressive departments serving cities in the population range comparable to Carlsbad.

B.3 To strive to provide civilian staff in sufficient numbers to support sworn staff in services such as crime prevention, investigative support, crime scene investigation, and taking reports at incident scenes.

B.4 To encourage crime prevention through the planning process by establishing specific design criteria and standards to be used in the review of land use development.

C. Implementing Policies and Action Programs

C.1 Authorize and encourage representatives of the Carlsbad Police Department to participate in interdepartmental conferences to review specific land use development proposals as they relate to street access and safety to minimize opportunities for crimes to occur.

C.2 Maintain and update guidelines for the utilization of street and public building lighting systems that conserve energy and meet Palomar Observatory requirements as well as help in crime prevention.

C.3 Maintain efforts to educate the public about crime deterrence through programs like the Neighborhood Watch Program within residential neighborhoods and the Business Watch Program within commercial and industrial areas. Encourage similar community-oriented policing and problem-solving techniques in working with the community to reduce crime.

C.4 Remain active in crime prevention by working with human care agencies, recreational agencies, educational services and community groups to:

1. reduce victimization;
2. encourage recreational opportunities to provide off-school hour activities for youth; and
3. maintain awareness of potential problem areas.

AIRPORT HAZARDS

A. Goal

A City which minimizes noise and safety hazards within areas around the airport.

B. Objective

To ensure that development in the Airport Influence Area occurs in compliance with relevant adopted policies.

C. Implementing Policies and Action Programs

C.1 Coordinate with the San Diego Association of Governments and the Federal Aviation Administration to protect public health, safety and welfare by ensuring the

orderly operation of the Airport and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airport.

C.2 Comply, to the extent possible and consistent with City noise and land use policies, with the requirements and recommendations of the Regional Airport Land Use Commission and the Federal Aviation Administration regarding development proposals within the Airport Influence Area.

C.3 Review development proposals in the Airport Influence Area to ensure that design features are incorporated into proposed site plans which specifically address aircraft crash and noise hazards.

OIL SPILLS

A. Goal

A City which minimizes injuries, loss of life and property damage resulting from oil spills.

B. Objective

To encourage and cooperate with the federal government, state agencies and San Diego Gas and Electric to develop an emergency oil cleanup plan.

C. Implementing Policies and Action Programs

C.1 Support U.S. Coast Guard responsibilities (under the Encina Marine Terminal Operations Contingency Plan) for directing and regulating all oil transfer operations and emergency cleanup operations.

C.2 Support SDG&E compliance with the provisions of all agency oil spill response Final Contingency Plans when adopted.

C.3 Support the joint annual inspections of all operations and equipment conducted by the U.S. Coast Guard, the California Department of Fish and Game, and the San Diego Gas and Electric Company.

C.4 Support the efforts of the San Diego Gas and Electric Company in providing and maintaining emergency cleanup equipment in the event of an oil spill.

ELECTRO-MAGNETIC FIELDS

A. Goal

A City which actively pursues the latest information on EMFs to respond as quickly as possible, if necessary to reduce public exposure to EMFs.

B. Objective

To update City policies and ordinances, when and if it is necessary, as additional information regarding the impacts of electromagnetic fields becomes available.

C. Implementing Policies and Action Programs

Monitor research in this field as well as the regulatory proposals of federal and state health and environmental agencies. Until comprehensive procedures are developed and required by such an agency, do not adopt land use or other regulations for EMFs. Work with SDG&E to provide information regarding transmission line field strength data to concerned parties.

SEISMIC FAULT

on Fault
991.

Approximate Location of Fault

Approximate location of fault covered by surficial soils (such as alluvium and terrace deposites)

City Limit

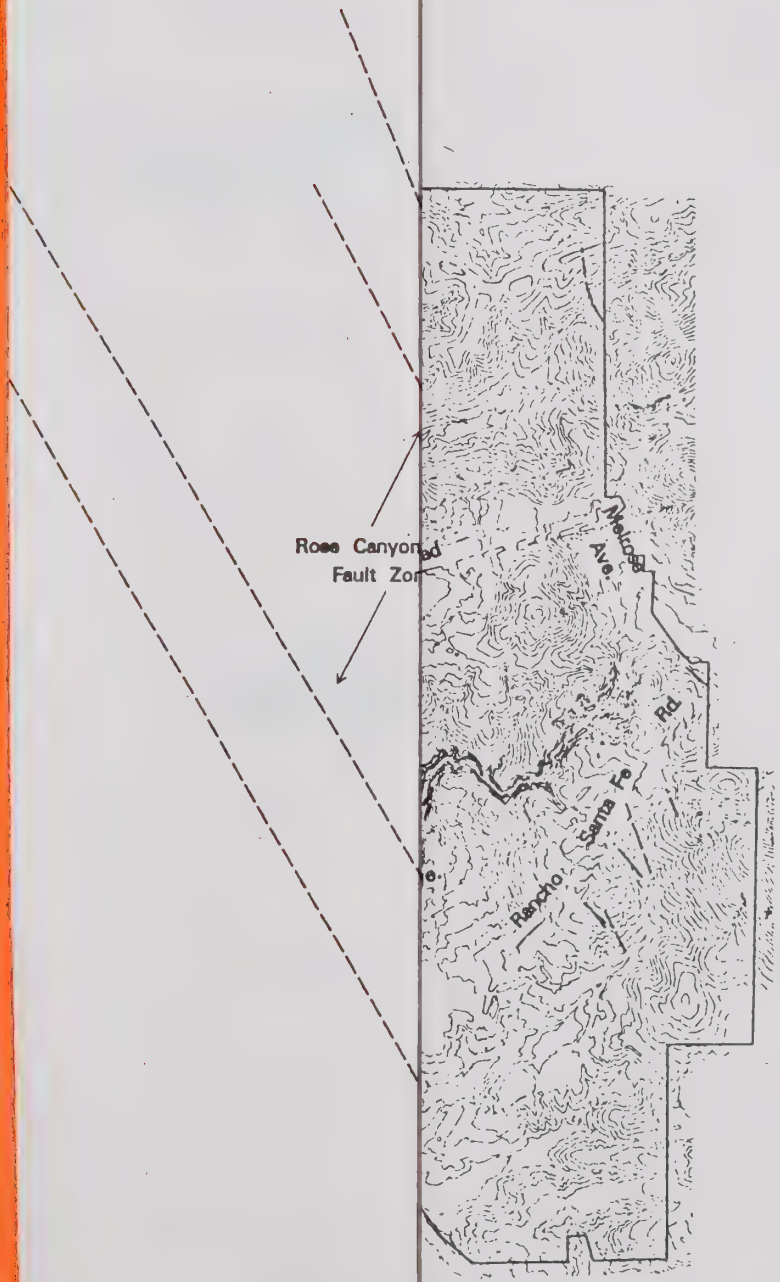
25' Elevation contour

0 2500 5000 7500

GRAPHIC SCALE : 1" = 2500'

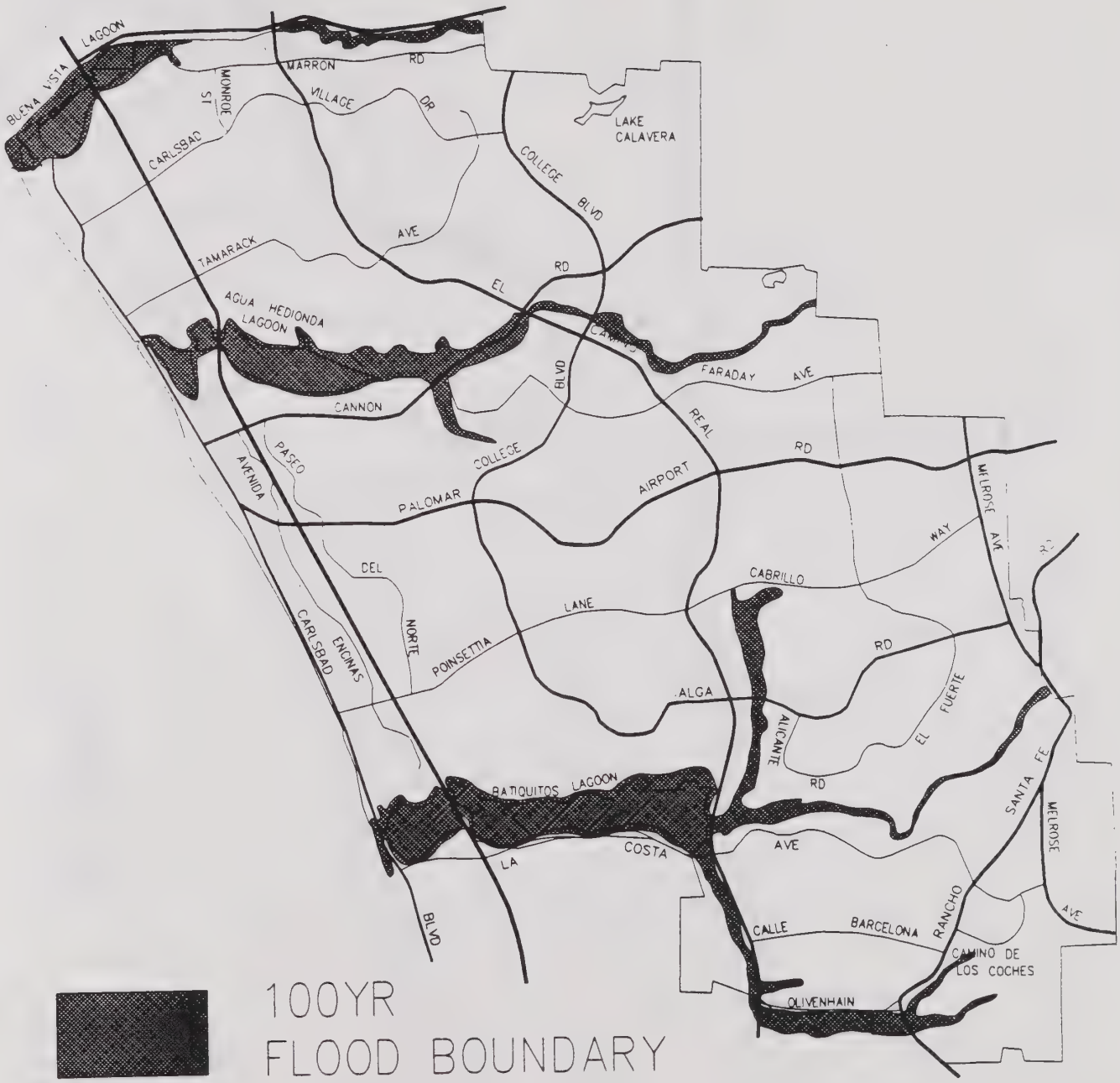
. Aerial Photo Date - Sept.-Oct. 1988. Aerial Photo Scale - 1 : 9600

This map was compiled by photogrammetric methods and meets national map standard accuracy specifications. Horizontal Control is Based On the California Coordinate System NAD 83. Vertical Control is Based On the 1929 MEAN SLA LEVEL DATUM. Ocean bottom contours derived from 1968 U.S.G.S. Quadrangle Maps



MAP 1

100 YEAR FLOOD BOUNDARIES



MAP 2
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HIGH PRESSURE GAS & PETROLEUM MAINS

GAS MAINS

◆◆◆◆◆ So. Cal. Gas

●●●●● SDG & E

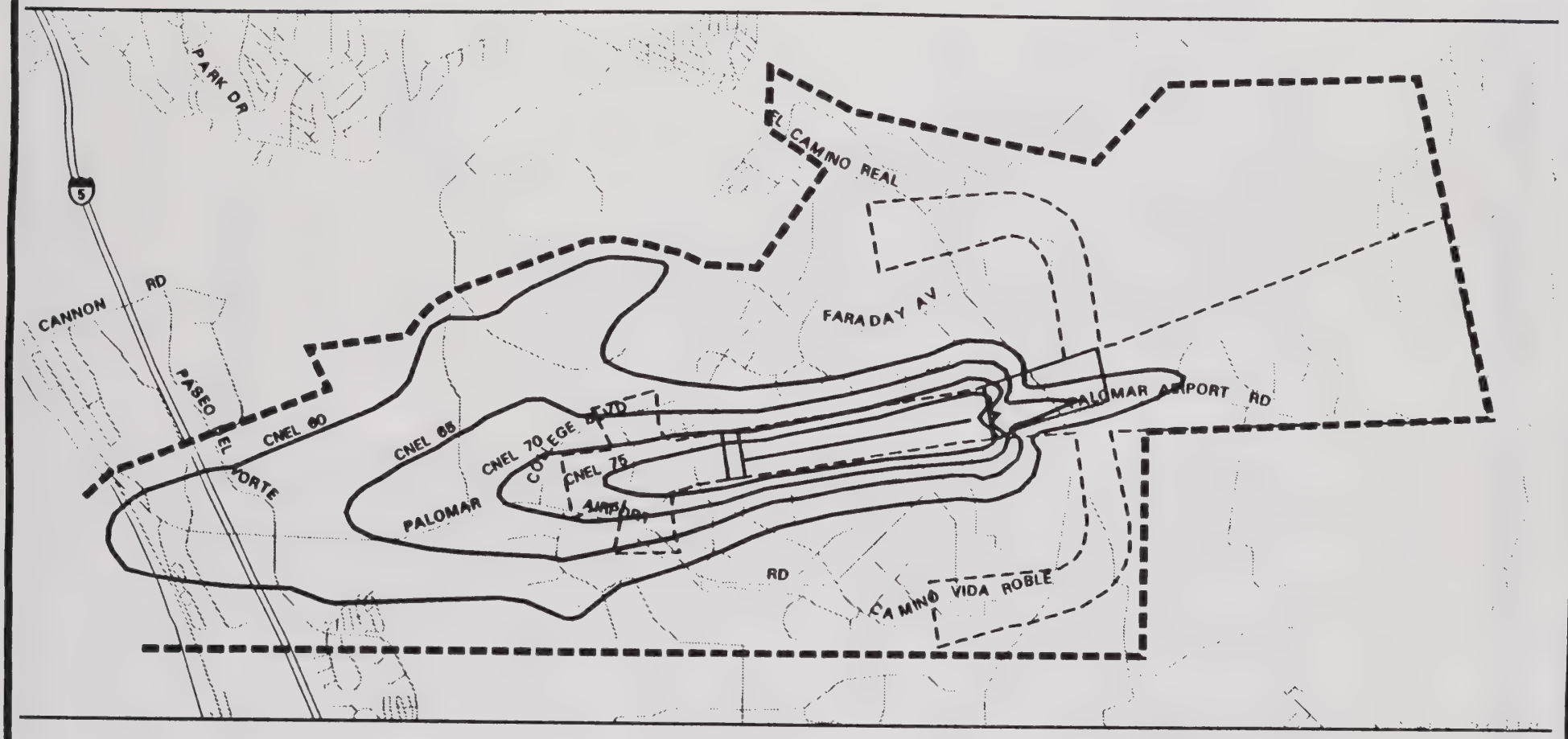
PETROLEUM MAINS

----- 10" San Diego Pipeline

■ ■ ■ ■ 16" San Diego Pipeline

MAP 3

AIRPORT INFLUENCE AREA



FEET
0 1600 3200

San Diego ASSOCIATION OF GOVERNMENTS

February 17, 1994

Runway Protection Zone

Flight Activity Zone

Airport Influence Area

MAP 4
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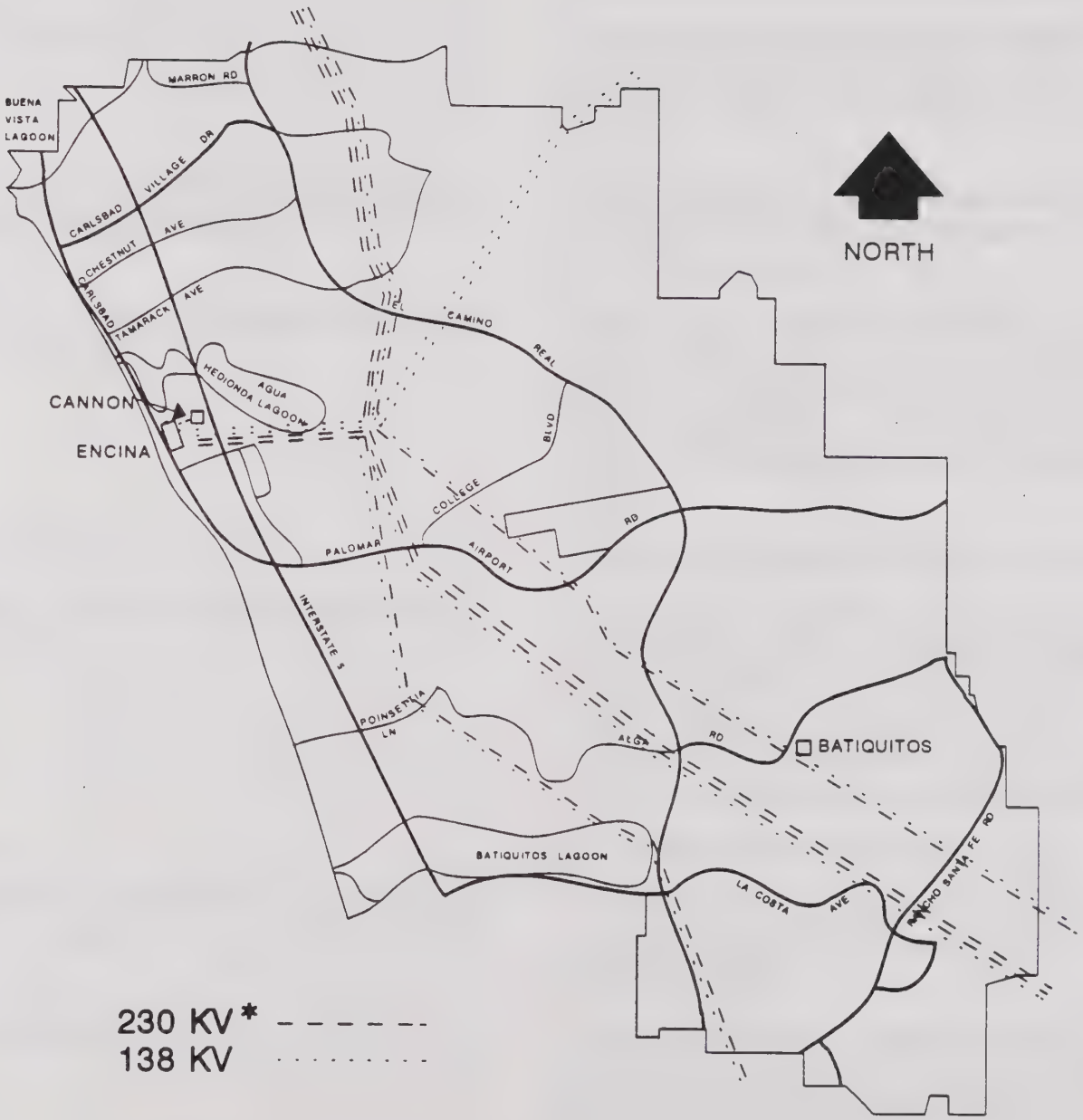
ELECTRIC TRANSMISSION LINES AND SUBSTATIONS



* thousands of volts

V. GLOSSARY

ACCEPTABLE RISK — The level of risk below which no specific action by local government is deemed necessary.

AVOIDABLE RISK — Risk not necessary to take because individual or public goals can be achieved at the same time or at less total "cost" by other means without taking the risk.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) — The state agency in charge of transportation planning, construction and maintenance of the state's highway system.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) — Requires the assessment of projects for environmental effects, establishes procedures for preparing and processing environmental documents and includes requirements for the monitoring of environmental mitigation conditions placed on a project.

CALTRANS — See California Department of Transportation.

CAPITAL IMPROVEMENT PROGRAM (Plan) (CIP) — A city's governmental budget that programs public facilities to fit its fiscal capability some years into the future. Capital improvement programs are usually projected five years in advance and should be updated annually, so as to provide a link to the annual budgeting process.

CEQA — See California Environmental Quality Act.

CITYWIDE FACILITIES AND IMPROVEMENTS PLAN — A plan which identifies the public facilities which will be needed when the City is completely developed.

DEFENSIBLE SPACE — Concept of urban space designed to inhibit crime by utilizing the proprietary concerns of residents. Key ingredients in designing defensible space include: improving the natural capability of residents to visually survey the public areas of their residential environment; enhancing spheres of territorial influence within which residents can easily adopt proprietary attitude; and, enhancing safety through the strategic geographic locations of intensively used community facilities.

DEPTH-TO-SLIDE PLANE — The distance from the ground to the rupture surface of a landslide.

FIRE HAZARD — Any condition or action which may increase the potential of fire to a greater degree than that customarily recognized as normal by official agencies responsible for fire prevention or suppression, or which may obstruct, delay, hinder or interfere with the operations of the fire agency or the egress of occupants in the event of fire.

FIRE HAZARDOUS AREAS — Any land covered with grass, grain, brush or forest, land situated close enough to such areas that are seriously exposed to flying brands, situated on slopes or isolated in such a manner that a fire would be difficult to suppress or would result in substantial fire or erosion damage.

FIRE PREVENTION — The function of approving building plans; inspecting buildings, their contents, and their fire protection equipment to buildings, their contents, and their fire protection equipment to eliminate or minimize hazardous conditions or operations; public education; and investigating the causes of fires to serve as a guide for future fire prevention priorities.

FIRE PROTECTION SERVICES — Any official agency charged with the responsibility of protecting life and/or property through such operations which may be necessary to extinguish or control any fire, perform any rescue operation, investigate suspected or reported fires, gas leaks, or other hazardous conditions or situation.

FLOODPLAIN — Land area adjacent to a watercourse which is subject to inundation of floodwaters expected from a 100-year flood.

FLOODWAY	A river channel and adjacent land area within a floodplain needed to carry a 100-year frequency flood without increasing the water surface elevation more than 1 foot at any point. The boundary of the 100-year floodway shall be determined using data contained on the City's National Flood Insurance Maps.
GMP	See Growth Management Plan
GROWTH MANAGEMENT PROGRAM/ PLAN (GMP)	A comprehensive approach to land use planning now and in the future. It links residential, commercial and industrial development directly to the availability of public services and facilities. It sets limits on the total number of housing units to be built and increases the total amount of open space to be preserved in the City.
GROWTH MANAGEMENT ZONE	A geographically-defined area in the City, the boundaries of which were based upon logical facilities and improvements planning relationships. Under the City's Growth Management Plan, there are 25 zones and a plan for facilities and improvements is required for each zone before development can occur.
HYDRAULIC	Operated by the resistance offered, or the pressure transmitted when a quantity of liquid (as water or oil) is forced through a comparatively small orifice or through a tube.
HYDROLOGY	The science dealing with the properties, distribution and circulation of water and snow.
LATERAL SPREADING	Shallow-angle slope failure caused by liquefaction or a subsurface layer.
LFMP	See Local Facilities Management Plan.
LIQUEFACTION	The process of becoming liquid. Liquefaction is caused by strong vibratory motion in saturated, loose, sandy soils. As a result of the conditions required to cause liquefaction, in Carlsbad, areas of possible liquefaction are limited to alluvial soils in the valleys and low-lying areas of the City.

LOCAL FACILITY MANAGEMENT PLAN (LFMP)	Shows how and when the following facilities and improvements necessary to accommodate development within the zone will be installed or financed; City administrative facilities, library, wastewater treatment, parks, drainage, circulation, fire facilities, open space, schools, sewer facilities and water facilities.
LURCH CRACKING	Phenomenon associated with strong earthquakes whereby the ground is disturbed and cracked by earthquake oscillation.
PUBLIC FACILITIES	Uses or structures that provide services to the public such as a library, City Hall, fire station, police station, park, traffic signal or major street.
RIGHT-OF-WAY	The area of land which has been dedicated for public use for transportation purposes (i.e. a street, freeway or railroad).
SANDAG	See San Diego Association of Governments (SANDAG).
SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG)	The regional planning agency for the San Diego Region of which Carlsbad is a member agency.
SUBSIDENCE	The gradual sinking of land as a result of natural or manmade causes.
UNACCEPTABLE RISK	Level of risk above which specific action by government is deemed to be necessary to protect life and property.

Parks & Recreation Element

Heritage Hall was built in 1926 to house the congregation of St. Patrick's Church at the southeast corner of Harding Street and Oak Avenue. In 1952 the church was moved across the street where it became the City's first administrative offices. Over the next few years it served as home to the City Manager, City Council, Police Department and Fire Department, and as a County branch library. As new City offices were constructed and City departments moved out, use of the building changed from that of City Hall, to the City library, to the children's library, to a studio for the North County Ballet. Finally, in 1979 the sturdy little structure was slated for demolition to make way for a parking lot; however, it was rescued from demolition by a coalition consisting of Friends of the Library, the Carlsbad Historical Society and volunteer building tradesmen who arranged for it to be moved to Magee Historical Park. With only minor repairs, the old church once again became a public meeting place.

Note: Information derived in part from SEEKERS OF THE SPRING, by Marjorie Howard-Jones.

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I. INTRODUCTION

A. BACKGROUND

The City of Carlsbad is strongly committed to the development of park facilities and recreation programs to meet the needs of its citizens, tourists and employees. The City has determined that park and recreation facilities contribute significantly to the quality of life of its residents, and consequently, have required a Parks and Recreation Element to establish the foundation for current operation and future development of park facilities and recreation programs.

"The City determined that park and recreation facilities contribute significantly to the quality of life of its residents, and consequently, have required a Parks and Recreation Element to establish the foundation for current operation and future development of park facilities and recreation programs."

The intent of this element is to provide the policy framework by which the City will plan, develop, and provide quality active and passive park facilities and recreational programs to ensure that the residents, tourists, and employees of Carlsbad are afforded the opportunity to enjoy optimum leisure experiences.

B. STATE LAW

Under State Law (Section 65000 et seq, California Government Code) all cities and counties must adopt a General Plan with seven (7) mandatory elements which include: land use, circulation, housing, conservation, open space, noise, and public safety. In 1985, the state law was amended to allow cities and counties to include other elements in its general plan which, in the judgement of the City Council, relate to the physical development of the City. The City Council has determined that the planning and development of parks facilities and recreation programs are an integral part of the physical development of the City, and must be included as part of its General Plan.

C. RELATIONSHIPS TO OTHER ELEMENTS

California law requires that general plans contain an integrated, internally consistent set of policies. The Parks and Recreation Element, although not mandatory, has been prepared consistent with all other elements of the General Plan.

Additionally, goals, objectives and implementing policies and action programs have been formulated to be consistent with the objectives established in the City's Local Coastal Program.

The Parks and Recreation Element is strongly influenced by the Land Use Element, in that each recreational facility has been located within a compatible land use area. This Element does not dictate specific locations for recreational facilities, with the exception of special resource areas, but rather recommends general areas and site criteria for future recreational facility development.

The Parks and Recreation and Open Space and Conservation Elements have a strong relationship. The Open Space and Conservation Element identifies areas desirable for future open space. These areas are geographically shown on the Conceptual Open Space and Conservation Map and may be suitable for recreational activities. The Parks and Recreation Element proposes recreational uses in some of these areas when they are compatible to land use and potentially appropriate to public recreational needs. The intent of the Parks and Recreation Element, however, is not to establish land use policies for these areas, but rather to provide recreational opportunity within the context of the existing General Plan policies.

The Circulation Element contains designated bicycle routes and pedestrian access provisions so it bears a relationship with the Parks and Recreation Element.

Finally, because the classification of parks (size, location, recreational amenities) relates to the amount and location of the population, the Parks and Recreation Element is related to the Housing Element.

D. QUIMBY ACT

The principle authorities for parkland dedication include the Subdivision Map Act and the Quimby Act (California Government Code Section 66477). The Quimby Act was established by the California Legislature in 1965, in response to California's increased rate of urbanization and the need to preserve open space and provide parks for California's growing communities.

"Quimby" provides local government with the authority to place into law an ordinance requiring developers to provide land and/or fees to acquire and develop parks and recreation facilities.

Parkland dedication or in-lieu fees, as they relate to Carlsbad, are identified in the Municipal Code (Chapter 20.44). Simply stated, the ordinance requires the dedication of three (3) acres of land for community parks and special uses areas for each 1,000 population. In addition to this required dedication of three (3) acres for park purposes, an additional City standard not required of the development community identifies 2.5 acres per 1,000 population for special resource areas.

E. GROWTH MANAGEMENT PROGRAM

As part of the City's Growth Management Plan, a performance standard for parks was adopted. The park performance standard requires that three (3) acres of Community Park and Special Use Area per 1,000 population within a park district (quadrant) must be scheduled for construction within five (5) years. Special Resource Area acreage does not count towards meeting this performance standard. The program further requires that this standard be met before any additional development may occur within a park district. The program also enables the City to project and provide accurately for future park demands.

"The park performance standard requires three (3) acres of Community Park and Special Use Area per 1,000 population within a park district."

Proposition E, approved by the voters November 4, 1986, estimated the number of dwelling units to be built with the City at 54,600. Table 1: Park Acreage Demand, summarizes the estimated amount of dwelling units per quadrant with a corresponding estimated population and park acreage requirement at buildout.

TABLE 1: PARK ACREAGE DEMAND

PARK DISTRICT	DWELLING UNITS	POPULATION	PARK AC. DEMAND	ANTICIPATED PARK AC. BUILDOUT
Park Dist. #1 (NW Quadrant)	15,370	35,625	106.87 ac.	120.12 ac.
Park Dist. #2 (NE Quadrant)	9,042	20,957	62.87 ac.	68.16 ac.
Park Dist. #3 (SW Quadrant)	12,859	29,805	89.41 ac.	96.25 ac.
Park Dist. #4 (SE Quadrant)	17,329	40,165	120.49 ac.	140.27 ac.
TOTALS	54,600	126,552	379.64 ac.	424.80 ac.

F. PARK AND RECREATIONAL NEEDS GENERATED BY INDUSTRIAL USES

Although the Quimby Act itself does not apply to industrial or commercial subdivisions, a local agency is permitted to impose fees or exactions as a condition of approval of a proposed development, provided those fees and exactions do not exceed the estimated reasonable cost of providing the service or facility. In addition, the Growth Management Ordinance (CMC § 21.90) authorizes special facility fees to pay for improvements or facilities which are related to new development. Since there is a substantial impact on existing recreation facilities from an increasing industrial employment base, a need to impose and implement a park mitigation fee for industrial development was recognized and created. In November 1987, the City Council adopted its first park mitigation fee for the Zone 5 Local Facilities Management Plan. Additionally, a park mitigation fee was required as part of the Zone 16 Local Facilities Management Plan and is also provided for in the adopted Zone 13 Local Facilities Management Plan. The purpose of a fee is to ensure adequate recreational facilities to accommodate the demand created for them by the daily influx of the industrial work force and population as industrial development grows throughout the City.

G. PARK INVENTORY INTRODUCTION

The pre-1982 Parks and Recreation Element emphasized more passive use concepts with the acquisition and development of smaller neighborhood, mini, and vest pocket parks. Additionally, natural open space areas, meant to serve as connective corridors and greenways throughout the City, were accepted as park requirements dedicated under the Quimby Ordinance. Due to the characteristics of these natural open space areas, many of the sites once accepted for park purposes are considered undevelopable by today's park development standards.

Today, current and future parkland dedicated under the Quimby Ordinance is subject to more stringent conditions than were once required. Noting the shift in acquisition policy, developable parkland is considered to be buildable acreage similar to acreage associated with the subdivision for which dedication is required. Typically, it has slopes of less than 10% and is not to be located in an area on which building is precluded due to environmental constraints as defined by City ordinance, geological constraints, flooding, easements, or other encumbrances and/or restrictions.

The revised 1982 Parks and Recreation Element indicated a shift in recreational trends toward those uses which are more active in nature. In order to accommodate those trends, parkland dedication requirements became geared toward the acquisition of developable parkland which could provide both active and passive use.

Carlsbad's present park development philosophy concentrates on providing larger community parks which incorporate a balance of both active and passive recreational amenities. The result has created a more realistic park program in terms of meeting the recreational needs of the residents, tourists, employees, the Growth Management requirements, and is more financially feasible from an operational and maintenance standpoint.

The development of Mini and Vest Pocket Parks is no longer pursued primarily because of the reduced use and the high cost of maintenance. Because these parks typically provide one or two recreational uses, they have been incorporated within the current Special Use Area park classification. Sites once acknowledged as Neighborhood Parks have been incorporated ("grandfathered") into the Community Park classification, and although they may not meet the current acreage requirement, they do provide amenities characteristic of the Community Park category.

1. PRIMARY PARK CLASSIFICATIONS

Presently, the City of Carlsbad's Parkland Inven-

tory is composed of three primary park classifications:

- Community Parks
- Special Use Areas
- Special Resource Areas

Although these classifications are the basis for the City's standards to ensure optimum park and recreational facilities, three special resource areas and one community park have been identified as Regional Open Space Parks within the San Diego Association of Governments Report, "Regionally Significant Open Space". The standards for each park classification are as follows:

Community Parks	2.5 acres/1,000 pop.
Special Use Areas	.5 acres/1,000 pop.
(Collectable Park Standard)	3.0 acres/1,000 pop.
Special Resource Areas	2.5 acres/1,000 pop.
OVERALL PARK AC. STANDARD	5.5 acres/1,000 pop.

"The City of Carlsbad's Parkland Inventory is composed of three primary park classifications: Community Parks; Special Use Areas; and, Special Resource Areas."

The City defines these Park Classifications as follows:

Community Parks - These are leisure facilities, approximately 20 to 50 acres in size; however, due to the 1982 revision of the Parks and Recreation Element, pre-1982 neighborhood parks of less than 20 acres have been reclassified and "grandfathered" into the Community Park classification. This reclassification was approved by the Parks and Recreation Commission in May 1987 and by the City Council in August 1987. Any future acquisition and development of community park sites within the northwest quadrant, where a near buildout situation exists, in all likelihood will require community park development of sites under 20 acres in size.

Typically, Community Parks are designed to serve the recreational needs of several neighborhoods. The nature of this type of facility encourages and attracts family unit populations from a nearby vicinity on a daily frequency. Community Parks generally provide active and passive use amenities; however, they are not limited to the exclusive use of either.

Minimum facilities should include:

- Family-oriented picnic areas
- Group picnic areas
- Turfed open space areas for free play
- Multi-purpose playfield(s) (lighted when ap propriate)
- Tot lot areas
- Structures for lectures, meetings, skills, instructions, etc.
- Buffer areas
- Special use facilities such as swimming pools, tennis courts, horseshoes, handball and racquetball courts, bicycle paths, etc. as per specific community demand may be located within these parks if appropriate to the interests and needs of the community in which the park is located.

The service radius for community park sites is approximately two miles. The primary access orientation is vehicular. It is therefore established that community parks should be located adjacent to a secondary arterial or circulation route of greater hierarchy as defined within the Circulation Element.

Special Use Areas - These are typically local facilities that contain only one or two activity type uses, either passive or active in nature. They are between one and five acres in size and generally provide the basic widely accepted facilities found in a community park site. Facilities of this type are: (but not limited to) swim, tennis or racquetball complexes, meeting halls, athletic complexes, play lots, picnic and interpretive walk areas.

Based on City Council action in August 1987, and confirmed in November of 1990, community school activity fields can be incorporated within the Special Use Area classification and included within the Park Area Inventory. However, only these current school sites which operate under "joint-use" facility agreements between the City of Carlsbad and the corresponding school district are, in fact, incorporated within the Parks Inventory.

The pre-1982 Parks and Recreation Element included Mini and Vest Pocket parks. The revised 1982 Parks and Recreation Element has incorporated these parks into the special use category which typically defines the nature of these areas.

Adequate access should be a primary siting criteria utilized in determining the location of a Special Use Area.

Special Resource Areas - These are local amenities that have either citywide or potential regional significance. The significance is in the quality of the site that makes it unique as either a passive and/or active recreation area; this quality may be of a natural (water, geological, ecological, etc.), historical (architectural, etc.), or a combination thereof. Consequently, the Special Resource Area as defined has a visitor attraction or drawing power to users locally and beyond.

Typically, Special Resource Areas provide a unique character and/or use not found in Community Parks or Special Use Areas. In general, they are larger than Community Parks. They are recreational sites characterized by the existence of a special or unusual feature, natural or manmade, i.e., a water body, earth formation, historical amenity, ecological reserve, etc.

2. ACTIVE/PASSIVE AREAS

In addition to a parks primary classification, the City may describe a park as containing active and/or passive areas. Parks can be developed with either active or passive park amenities or a combination of both. Active park areas typically provide a form of organized, supervised, often extracurricular recreation. Park amenities denoting active use may include gymnasiums, swim complexes, multi-use ballfields, tot lots, hard court play surfaces, volleyball, horseshoe areas, or a combination thereof.

Passive park areas often provide minimal or no amenities associated with active use. The very nature of passive use implies undemonstrative, nonparticipating, complacent, subdued activity. Park amenities generally associated with passive use include nature trails, walkways, picnic tables, benches, and small turf and/or landscaped areas.

3. REGIONAL OPEN SPACE PARKS

Three of the City's Special Resource Areas and one community park (Lake Calavera, Agua Hedionda Lagoon, Batiquitos Lagoon and Veterans Memorial) have been identified as Regional Open Space Parks in addition to their primary city park classification. These sites have been identified as Regional Open Space Parks consistent with the recommendations of the San Diego Association of Governments' (SANDAG) report, Regionally Significant Open Space - Definition. Although parks have been identified as part of the regional park system, they will continue to function pursuant to their primary park classification as identified above. The identification of a city park as a Regional Open Space Park simply denotes that the park is part of the region's park system.

A regional park is a major park that may contain any one or combination of such attributes as natural beauty, unique topographic features, historical structures or unusual scenery. Such parks are usually developed for at least two outdoor activities, but the greatest part of the acreage may remain as undeveloped open space. Usually a regional park has at least 200 acres, 50 acres of which are usable. The size may be smaller for unique regional resources.

H. MISCELLANEOUS LANDSCAPE/OPEN SPACE AREAS

Miscellaneous landscape/open space areas are secondary classifications within the park inventory. This category has been established to provide accountability

for additional acreage currently under maintenance responsibility of the Park Operations Division, however, is not useable to meet the City's park standards. In addition, accountability is provided for the natural open space areas once considered as parkland; however, by today's standards, they are not considered to be conducive to park use and/or development. These miscellaneous landscape/ open space areas are identified in Appendix 1, Miscellaneous Landscape/Open Space Areas.

I. FACILITY STANDARDS

Table 2: Facilities Standards, summarizes the development standards for each recreation facility, based on its park classifications. These standards are provided to ensure that the recreational facilities in Carlsbad meet the needs of residents, tourists and employees of the City.

"Facility Standards are provided to ensure that the recreational facilities in Carlsbad meet the needs of residents, tourists and employees of the City."

J. FUTURE RECREATIONAL DEVELOPMENT

Several areas have been earmarked for future park development and identified in the current park inventory. Although the timing for acquisition and development depends primarily on the requirements of the Growth Management program as development occurs, the City Council ultimately approves the financing methods for acquisition, construction, and ongoing maintenance and operation costs.

Typically, parkland acquisition is provided under the Quimby Ordinance and/or park-in-lieu fees, while development funds are provided by the Public Facilities Fee. Future park acquisition and development projects are, for the most part, identified in the Capital Improvement Program Budget. However, actual development may be subject to delay based upon demand, the priority established for Public Facility construction and the cost associated with ongoing maintenance and operation.

TABLE 2: FACILITIES STANDARDS

*1 Increased from 2.0 to 2.5 ac/1,000 pop. on Sept. 3, 1985

*2 Although no specific standard (ac/1,000 employees) has been adopted, a fee based upon square footage of industrial floor area is required

As of Nov. 24, 1987, required fee was 40 cents/sq. ft. of industrial floor area

CLASSIFICATION	SIZE/SIGNIFICANCE	LEVEL OF SERVICE	ACCESS	OWNERSHIP	STANDARD
Special Resource Area	100 Acres + unique character and/or use not found in Community Parks	Citywide	Vehicular Bicycle Pedestrian	Public with private concessionaire operation	2.5 ac/1,000 population
Community	20 to 50 acres as guidelines* *Where acquisition of sufficient acreage is possible	Community	Vehicular Bicycle (Located adjacent to secondary arterial or greater) Pedestrian	Public	2.5 ac/1,000 population *1
Special Use	1 to 5 acres	Neighborhood and Community	Vehicular Bicycle (Located adjacent to secondary arterial or greater) Pedestrian	Public, private and quasi-public	.5 ac/1,000 population
Recreation facilities for industrial areas	Negotiated with developer	In proximity to business and industry employees	Pedestrian Vehicular Bicycle	Public/private	No standard *2

Additional funding sources for acquisition, development, maintenance and operation, or rehabilitation may be provided by general obligation bonds, special taxes, state and federal park bond acts, assessment districts or donations.

Prior to acceptance, all future parkland acquisition is subject to a stringent environmental review process to identify and eliminate constraints in an effort to maximize site potential in terms of park development. Public review during the master planning process of all future park sites will guarantee the recreational needs of the community are being addressed. Table 3: Anticipated Future Park Development Projects, summarizes the anticipated future parks to be developed in the City.

In addition to these anticipated future parks, the City Council, on March 7, 1989, directed the Parks and Recreation Commission to incorporate the recommendations of the Recreation Facility Financing Committee within this Element. The Recreational Facility Financing Committee consisted of eleven (11) Carlsbad citizens whose goal was: (1) to identify recreational amenities as outlined in proposition M (Carlsbad City Ordinance No. NS-29); and, (2) to recommend alternative funding methods for the development of these amenities. The committee recommended to provide the following facilities:

° Two (2) Municipal Golf Courses
  - Regulation Size
  - Short Course
° Multi-Court Tennis Complex
° Two (2) Multi-Purpose Fields Adult Size or Larger
° Enclosed Soccer Facility

TABLE 3: ANTICIPATED FUTURE PARK DEVELOPMENT PROJECTS

QUAD	PARK DEVELOP. PROJECT	PARK CLASSIFICATION	ESTIMATED PARK ACREAGE
NW	Unspecified Acquisition	Community Park	+7
NW	Maxton Brown Extension	Special Use	1.15
NW	Cannon Lake	Special Use	6.87
NW	Hosp Grove	Special Use	5.54
NE	Larwin	Community Park	22.2
NE	Ballfields	Special Use Area	+15
SW	Zone 19 (Aviara)	Community Park	24.25
SW	Poinsettia	Community Park	42
SW	Aviara Oaks	Special Use	+6
SE	Carillo Ranch	Community Park	26.9
SE	Alga Norte	Community Park	35
CITYWIDE	Veterans Memorial Park	Community Park	100
CITYWIDE	Zone 5, 13, 16 Park Site	To be determined	To be determined
CITYWIDE	Golf Course	To be determined	To be determined

II. GOALS, OBJECTIVES AND IMPLEMENTING POLICIES AND ACTION PROGRAMS

PARK DEVELOPMENT

A. GOALS

A.1 A City that provides a diversified, comprehensive park system utilizing contemporary concepts and planning strategies.

A.2 A City that encourages the development of park and recreational facilities and activities by private industry, the residential development community and specialized user groups to augment existing public facilities.

A.3 A City with a privatization approach for the development, maintenance and/or operation of appropriate City-owned park facilities.

B. OBJECTIVES

B.1 To provide a minimum of three (3) acres of Community Parks or Special Use Areas for each 1,000 population within each of the four (4) park quadrants of the City.

B.2 To determine park acreage requirements on a quadrant basis.

B.3 To acquire, develop, maintain and operate parks consistent with all federal, state and local regulations.

B.4 To finance future public park and recreation facilities.

B.5 To implement the use of energy saving technology in all rehabilitation and new park development projects. Water saving irrigation technology and drought tolerant landscapes should be used whenever possible.

B.6 To provide for existing and future park facilities with a balance of active and passive recreational opportunities.

B.7 To consider the acquisition of additional parkland in the northwest quadrant a priority of the City.

B.8 To permit communities within the City to acquire, develop and maintain a private neighborhood park system.

B.9 To encourage specialized-user groups, including but not limited to, Little League, Bobby Sox, and Pop Warner to identify, acquire and develop land for their exclusive use.

B.10 To ensure adequate recreational amenities for the current and future industrial base population in the City of Carlsbad.

B.11 To encourage park facilities to be acquired, developed and maintained utilizing a privatization approach to development, where appropriate and feasible.

B.12 Develop, operate or maintain park facilities under contractual and/or lease agreements.

B.13 To ensure that parks are developed prior to, or concurrent with need, as defined by the Growth Management Plan.

B.14 To ensure that park and recreational facilities are compatible with surrounding uses.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Ensure that any and all parkland dedications, as required of the residential development community,

shall be developable and usable for park purposes, and shall conform to all local, state and/or federal laws [reference Carlsbad Municipal Code - 20.44, 21.38.060(5)].

C.2 Ensure that all park-in-lieu fees collected from residential development under the Quimby Ordinance will be channeled to Community Parks or Special Use Area acquisition, development or rehabilitation.

C.3 Utilize the provisions of the Quimby Act, Growth Management Plan and Planned Community Zone to ensure the timely construction of parks so that they are provided concurrent with need.

C.4 Acquire and develop park areas in accordance with the City's Growth Management Program. The use of Public Facility Fees for park development and acquisition shall be at the discretion of the City Council, as identified in the Capital Improvement Program.

C.5 Consider housing density, proximity to schools, general public access, local resident access, adjacent residential area traffic impacts, safe pedestrian access, and compatible use with the surrounding environment when determining park locations. Wherever possible, these developed sites should be placed in conjunction with or connected to schools or natural areas.

C.6 Provide for "joint-use" facility agreements with local school districts to meet neighborhood and community recreational needs. Only those sites with agreements will be incorporated within the Parks Inventory. With the inclusion of the Aviara Oaks Elementary School, no further school site(s) will be utilized to meet the Park Performance Standard, rather only to enhance the park inventory.

C.7 Provide for park signage at all parks, including school grounds. Signs shall show the hours during which grounds are available to public.

C.8 Require, where possible, the individual developers of master planned communities to provide pocket parks and active recreational facilities unique to each development. Maintenance of pocket parks shall be accomplished through homeowners association dues. Pocket parks shall remain in private ownership.

C.9 Require that any development of recreational facilities on public land by developers, service clubs, civic groups, individual donors or organizations shall be consistent with the standards/guidelines of this element.

C.10 Provide, if feasible, a Carlsbad Trail System to be owned and maintained by the City, and wherever possible, the trail system shall be used to provide linkage between park facilities.

C.11 Design and construct trails within parks to connect with the Carlsbad Trail System as part of future park development.

C.12 Evaluate periodically, the existing park inventory to determine the best use of park sites including, but not limited to lease, trade, sale or rehabilitation.

C.13 Rehabilitate under-utilized recreation facilities to meet the needs of a changing and growing population.

C.14 Encourage, when appropriate, development or operation of facilities by private enterprise on public lands.

C.15 Implementation of any privatization agreement will be at the discretion of the City Council.

C.16 Develop a Park Master Plan for Zone 5 and establish development and maintenance standards.

C.17 Institute a safety and maintenance check list for all park sites and playground facilities, to be performed on a weekly basis.

C.18 Develop a program to encourage public involvement in the siting, acquisition and design development of park facilities and recreation programming to ensure community needs are met.

C.19 Develop a program to encourage developers to provide smaller, active recreation areas in developments including standard single family subdivisions where appropriate. These smaller recreation areas will be maintained by a homeowners' association or through a property owners' tax maintenance district unless the area is specifically designated as a public use area by the City.

C.20 Establish a program that encourages private owners and public agencies to sell, dedicate, donate or lease, at minimal cost, surplus land to provide land suitable for recreational use.

C.21 Consider the following during the development of Park Master Plans: developing specific sites to minimize impacts to biological resources; visual impacts of the development of park sites; expanding minimum buffers around sensitive resources; utilizing natural plant species in park projects; incorporating plant species which provide food such as seeds, nuts and berries for wildlife and bird species; protecting and buffering drinking water sources such as small ponds and wetland areas; and, limiting turf grass use to recreational areas.

C.22 Work cooperatively with specialized user groups to identify, acquire and develop land for their exclusive use.

C.23 Evaluate the benefits and drawbacks of establishing park facilities that are developed, operated or maintained under contractual and/or leased agreements.

C.24 Determine the economic means by which future public parks and recreation facilities will be provided.

C.25 Implement the recommendations of the Carlsbad Landscape Guidelines Manual in all rehabilitation and new park development projects.

C.26 Develop a program that would assist communities within the City to acquire, develop and maintain private neighborhood parks. Private neighborhood parks could be financed through special assessment districts approved by voters within the area of benefit.

C.27 Monitor and update, on an annual basis, the Industrial Park Mitigation Fee to ensure the funds collected are adequate to provide recreational facilities for the City's industrial base population.

C.28 Establish a program to identify current and future park facilities or amenities within the park inventory which could lend themselves to the privatization concept.

RECREATION PROGRAMS

A. GOALS

A.1 A City that offers a wide variety of recreational activities and park facilities designed to encourage participation by users of all ages and interests.

A.2 A City with a financially self-supportive system of recreational facilities and programs.

B. OBJECTIVES

B.1 To ensure that park development and recreational programming is cost effective.

B.2 To provide and maintain recreational and aquatic programming on a self-sustaining basis when feasible.

B.3 To provide for safe recreational use at the Agua Hedionda Lagoon on a self-sustaining basis.

B.4 To provide, maintain and/or encourage recreation facilities, programs or events which will attract and generate tourist and non-tax payer revenues.

B.5 To ensure that park development and recreational programming meets the needs of the community.

B.6 To ensure park development and recreational programming is consistent with the Open Space and Conservation Element.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Encourage recreational program development on various levels of public involvement to ensure optimum performance of current and future parks as effective recreational facilities including but not limited to:

- Traditional public facilities
- Trend-oriented interests
- Cultural and nature-oriented facilities

C.2 Evaluate recreational programming based upon community demand, individual and group participation, ability to provide, and cost effectiveness.

C.3 Review periodically, facility regulations and fees governing their use, as outlined according to "Council Policy Statement 28," to ensure that the regulations and fees remain appropriate.

C.4 Develop a program which encourages donations in support of park facilities and recreation programs from private individuals, local businesses, industry, and service groups.

C.5 Promote the use of community volunteers in recreational programs, special events, and park improvement projects.

C.6 Evaluate the benefits of developing recreational programs utilizing the Citywide Open Space and proposed Trail System.

C.7 Evaluate and update as necessary, all fee-supported recreation programs.

C.8 Analyze park development and recreational programming for cost effectiveness prior to implementation.

SPECIAL RESOURCE, OPEN SPACE AND CULTURAL-HISTORICAL AREAS

A. GOALS

A.1 A City that coordinates the planning of park facilities with other recreational-oriented land uses such as open space.

A.2 A City with special resource, open space and cultural/historic areas which provide educational benefits and passive or active use opportunities.

A.3 A City that preserves areas of scenic, historic, and cultural value.

B. OBJECTIVES

B.1 To improve the recreational and educational potential of the City's three (3) lagoons and beach areas.

B.2 To develop the Lake Calavera area (252 acres) with a revenue generating, visitor attraction area, if feasible.

B.3 To enter into and maintain agreements with SDG&E to establish access to and along the south shore of Agua Hedionda Lagoon, seeking long term lease periods.

B.4 To enter into and maintain agreements with SDG&E to establish connecting access between Veterans Memorial Park and the Hub Park.

B.5 To provide limited public access to the wetlands of the Agua Hedionda Lagoon for the purpose of visitor attractions such as interpretive centers, boardwalks, etc.

B.6 To ensure that Special Resource, Open Space and Cultural/Historic Areas meet the needs of Carlsbad residents, tourists and employees in the City of Carlsbad.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Require that offers to dedicate or requests to enhance and/or develop open space areas for recreation purposes be reviewed by both the Parks and Recreation Commission and Planning Commission, and if deemed appropriate, recommended to the City Council for their discretionary approval.

C.2 Enhancement or improvement of Special Resource Areas will require approvals and shall conform to the requirements of all regulatory agencies involved.

C.3 Acknowledge and attempt to preserve the environmental sensitivity and ecology within appropriate Special Resource Areas.

C.4 Promote expansion of educational use opportunities in areas of significant ecological value where discretionary use of the resource allows.

C.5 Combine historically significant sites with recreational learning opportunities, where possible.

C.6 Ensure that opportunities for cultural arts be promoted, maintained and provided through a "joint-use" agreement with the Carlsbad Unified School District for use of the Carlsbad Cultural Arts Center.

C.7 Utilize community parks in support of historical and cultural programs and facilities when feasible and appropriate.

C.8 Coordinate the efforts of the Historic Preservation Commission on the sighting and care of historic ruins within parks.

C.9 Enhance the availability of special resource and/or open space areas and to promote awareness of the educational opportunities associated with them.

C.10 Work cooperatively with state officials in a development plan for South Carlsbad State Beach so as to maximize public recreational opportunities.

C.11 Work cooperatively with the Historic Preservation Commission and Cultural Arts Commission to effectively sustain and promote awareness of historically and/or culturally significant facilities and programs.

C.12 Seek funding opportunities from state, federal, and local agencies to provide additional access points or improve the recreational and educational potential of the City's three lagoons and beach areas.

C.13 Implement Council direction regarding the development of a municipal golf course within the City.

III. PARKS AND RECREATION DEVELOPMENT PLAN

The City of Carlsbad Growth Management Plan establishes the mechanism by which the City acquires and develops parkland in the City. The Growth Management Plan further enables the City to project accurately for future park demands. Consistent with the City's Growth Management Plan, a minimum of three (3) acres of Community Park and Special Use Area per 1,000 population, will be provided within each of the four (4) park districts of the City. Table 4: Estimated Park Acreage at Buildout, summarizes the projected total acres of Community park and Special Use Area to be provided within each park district at Buildout (See Map 1 for the location of park districts). Based on an estimated buildout population of 126,552*, the City's park standard would require 379.64 acres of parkland at buildout. As can be seen in Table 4, that approximately 424.80 acres of parkland will be provided in the City at buildout, exceeding the standard by approximately 45.16 acres.

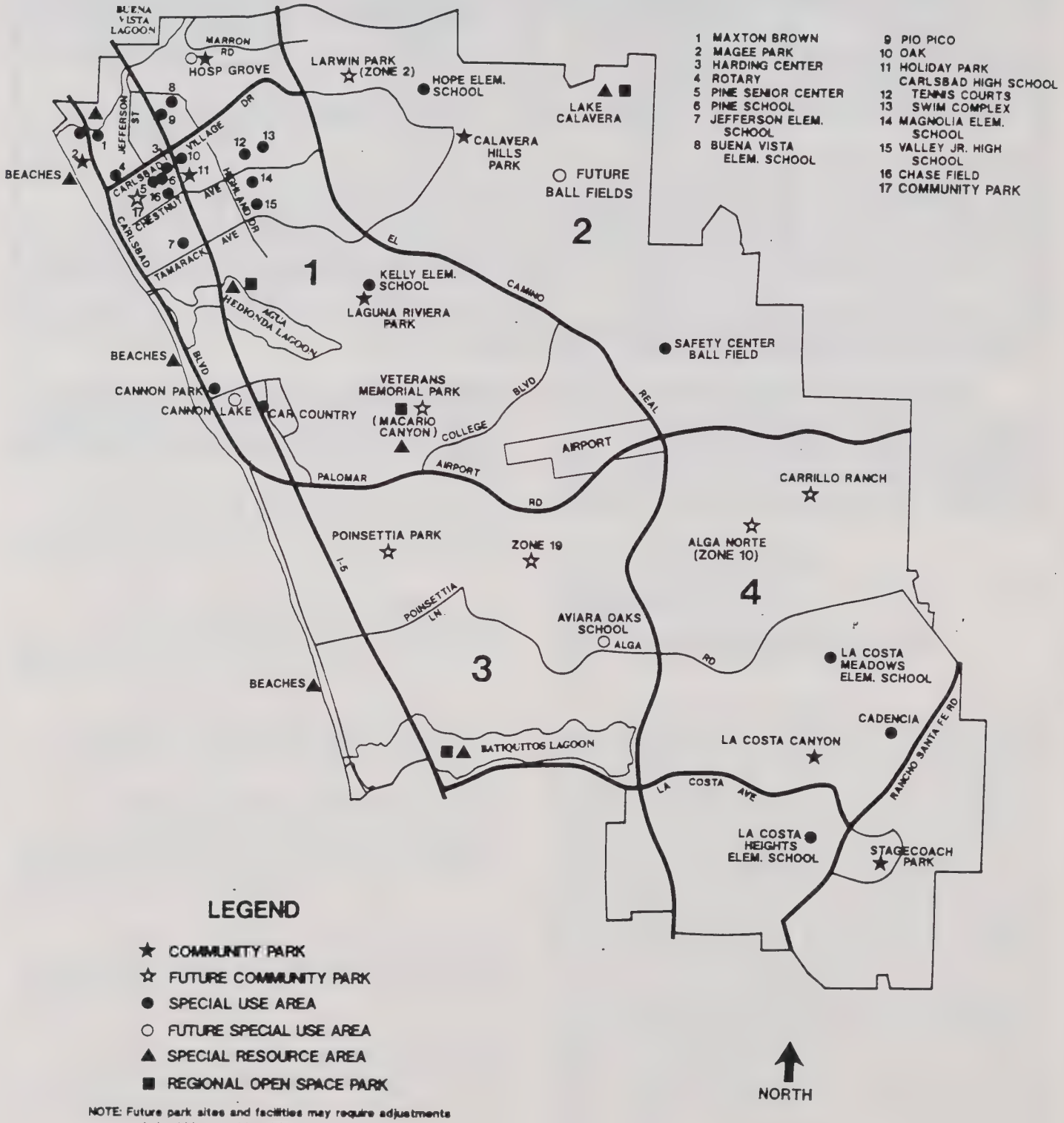
TABLE 4: ESTIMATED PARK ACREAGE AT BUILDOUT

PARK DISTRICT	ESTIMATED BUILDOUT POPULATION *	PARK ACREAGE AT BUILDOUT	PARK ACRES AT BUILDOUT EXCEEDING STANDARD
1	35,625	120.12	13.25
2	20,957	68.16	5.29
3	29,805	96.25	6.84
4	40,165	140.27	19.78
TOTAL	126,552	424.80	45.16

* Population Figures provided by Growth Management, includes dwelling units that have building permits

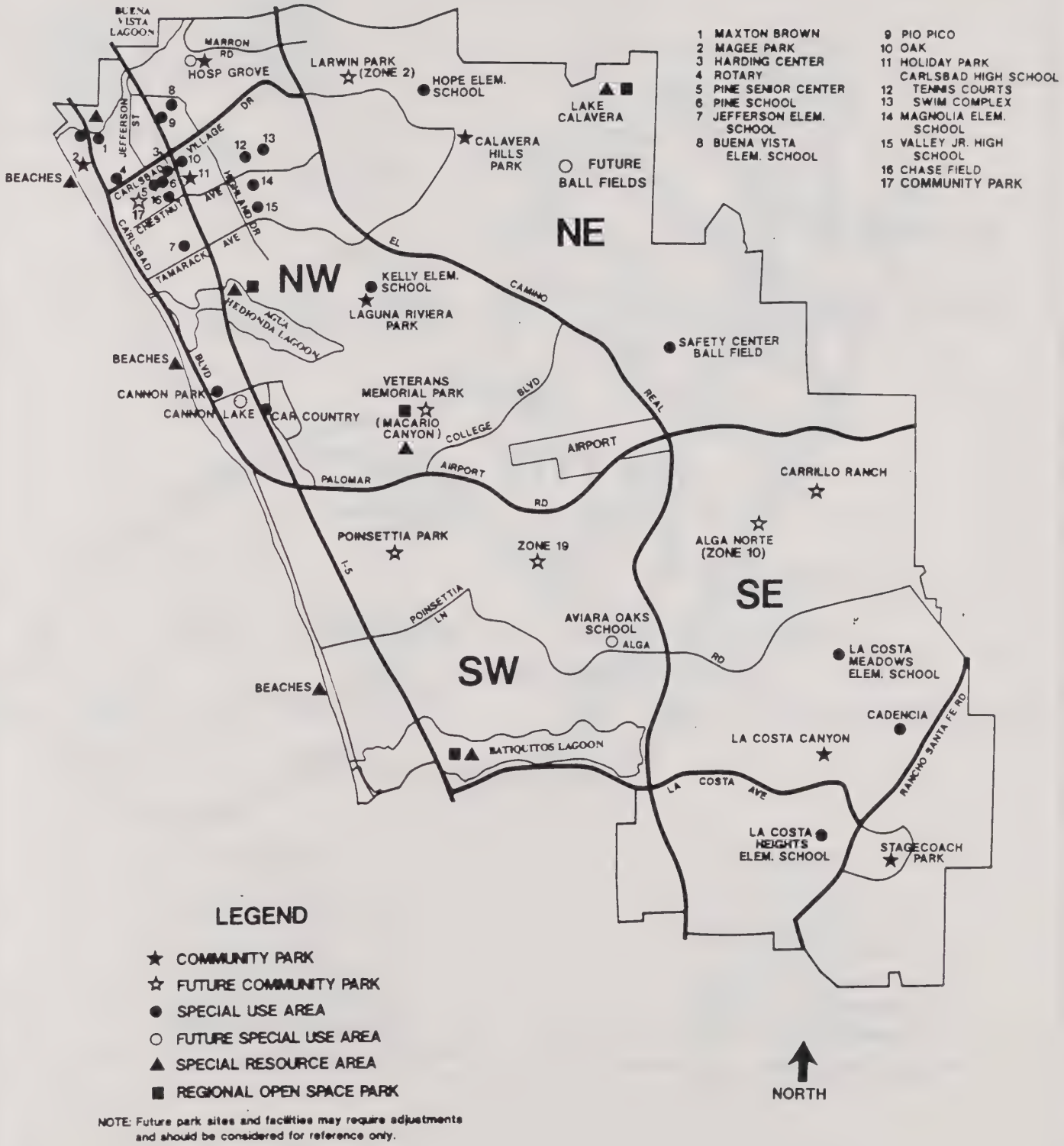
In addition to providing adequate acres of parkland in the City, the Park Development Plan also establishes general locations for future parks and provides a schedule for recreational uses to be provided in existing and proposed parks. The approximate location of existing and proposed park sites are depicted on Maps 2 through 6. Table 5: Uses in Recreation Areas, summarizes the existing and proposed recreational uses for parks in the City.

PARK DISTRICT MAP



MAP 1

CITYWIDE PARKS AND RECREATION MAP



LEGEND

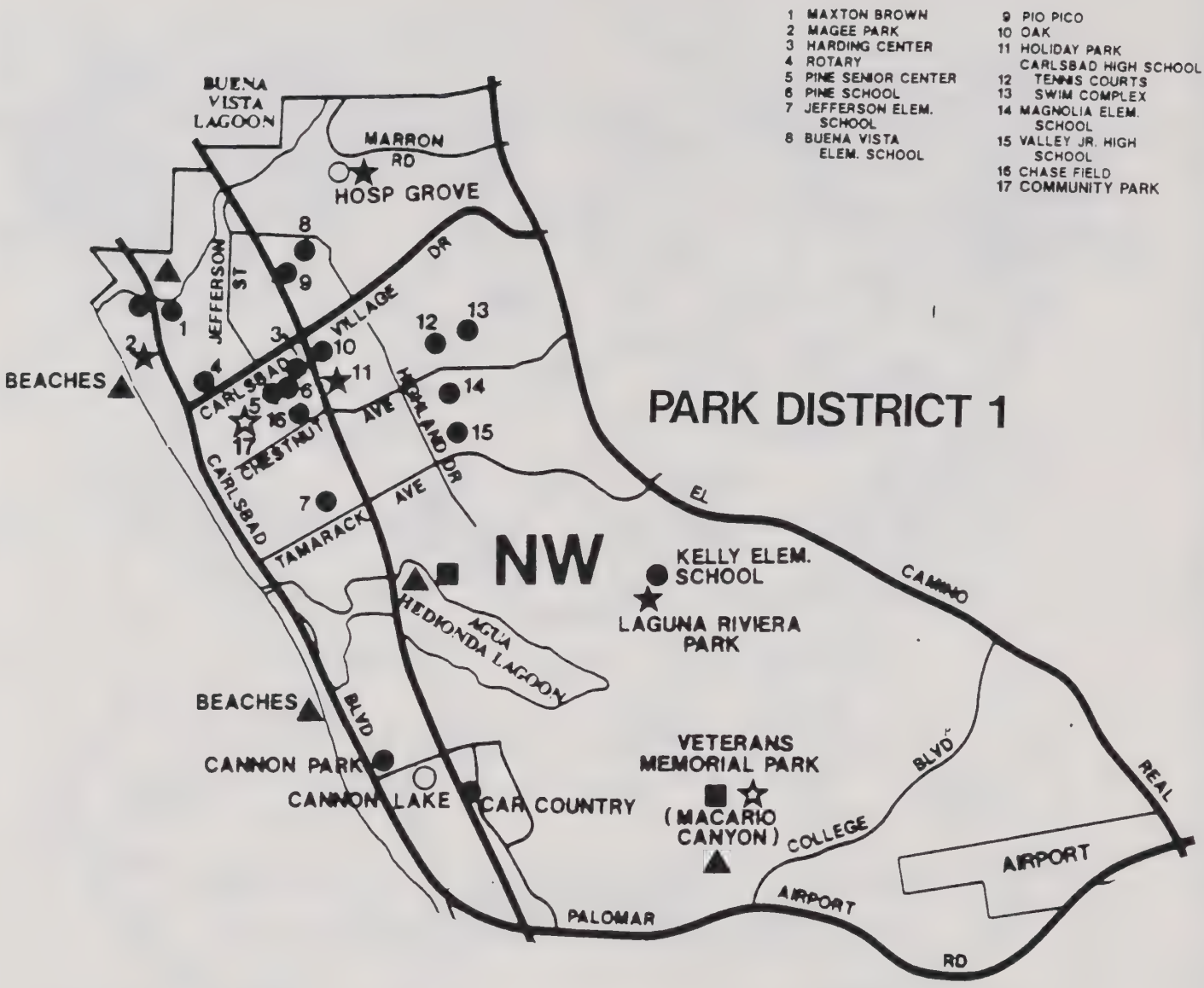
- ★ COMMUNITY PARK
- ☆ FUTURE COMMUNITY PARK
- ● SPECIAL USE AREA
- ○ FUTURE SPECIAL USE AREA
- ▲ SPECIAL RESOURCE AREA
- ■ REGIONAL OPEN SPACE PARK

NOTE: Future park sites and facilities may require adjustments and should be considered for reference only.

NORTH

MAP 2

NORTHWEST QUADRANT PARKS AND RECREATION MAP



LEGEND

- ★ COMMUNITY PARK
- ☆ FUTURE COMMUNITY PARK
- ● SPECIAL USE AREA
- ○ FUTURE SPECIAL USE AREA
- ▲ SPECIAL RESOURCE AREA
- ■ REGIONAL OPEN SPACE PARK

NOTE: Future park sites and facilities may require adjustments and should be considered for reference only.

NORTH

MAP 3

NORTHEAST QUADRANT PARKS AND RECREATION MAP

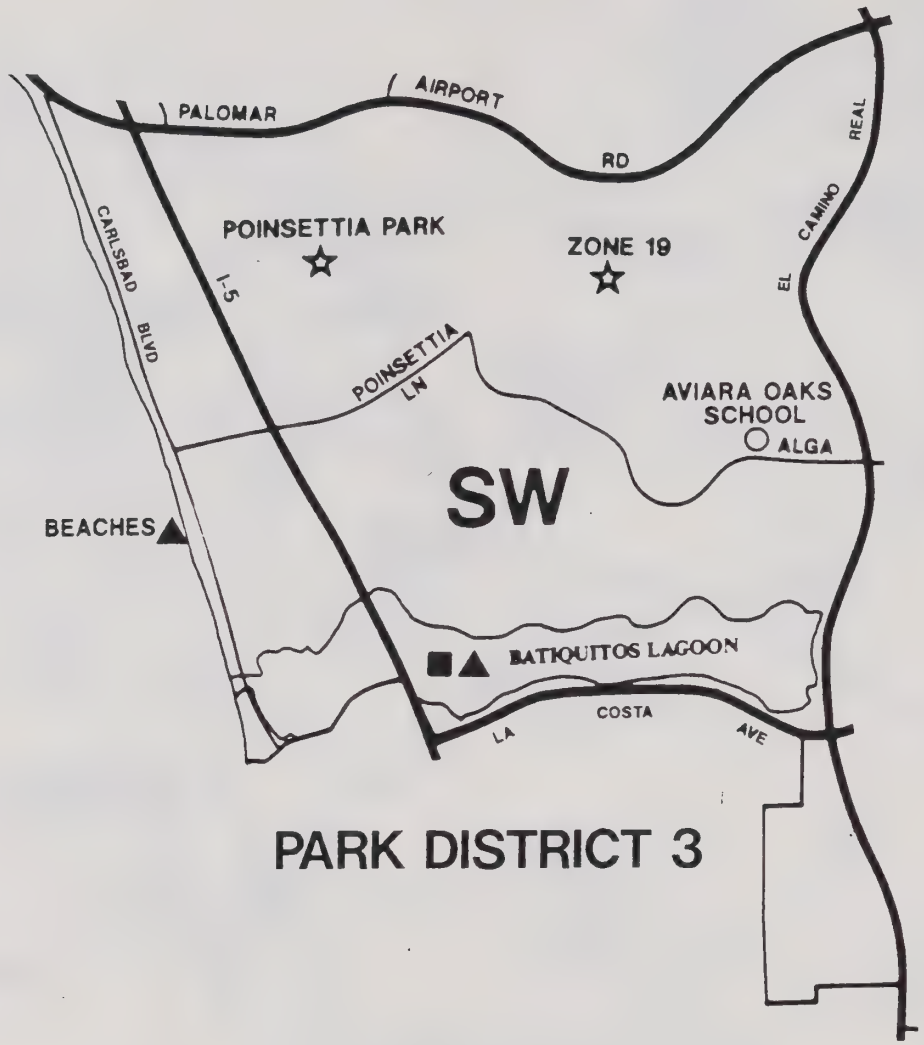
LEGEND

- ★ COMMUNITY PARK
- ☆ FUTURE COMMUNITY PARK
- ● SPECIAL USE AREA
- ○ FUTURE SPECIAL USE AREA
- ▲ SPECIAL RESOURCE AREA
- ■ REGIONAL OPEN SPACE PARK

NOTE: Future park sites and facilities may require adjustments and should be considered for reference only.

NORTH

SOUTHWEST QUADRANT PARKS AND RECREATION MAP



PARK DISTRICT 3

LEGEND

- ★ COMMUNITY PARK
- ☆ FUTURE COMMUNITY PARK
- ● SPECIAL USE AREA
- ○ FUTURE SPECIAL USE AREA
- ▲ SPECIAL RESOURCE AREA
- ■ REGIONAL OPEN SPACE PARK

NOTE: Future park sites and facilities may require adjustments and should be considered for reference only.

NORTH

MAP 5

SOUTHEAST QUADRANT PARKS AND RECREATION MAP

PARK DISTRICT 4

LEGEND

- ★ COMMUNITY PARK
- ☆ FUTURE COMMUNITY PARK
- ● SPECIAL USE AREA
- ○ FUTURE SPECIAL USE AREA
- ▲ SPECIAL RESOURCE AREA
- ■ REGIONAL OPEN SPACE PARK

NOTE: Future park sites and facilities may require adjustments and should be considered for reference only.

NORTH

LEGEND

CLASSIFICATIONS

COM = Community
SUA = Special Use Area
SRA = Special Resource Area
\+ = Future Development
++ = Future Acquisition
● = Existing Facilities

OWNERSHIP

C = City Owned
SD = School District
ST = State
P = Privately Owned
L = Leased

FACILITY AMENITY

GP = Group Picnic Facility
*L = Lighted

TABLE 5
USES IN RECREATION AREAS

			CLASS			USES																			
			SIZE	CLASSIFICATION	OWNERSHIP	OPEN/ECOL PRESERVE	PASSIVE AREA	PICNIC AREA	PLAY APPARATUS	SWIMMING POOL	TURF MULTI-USE	MULTI PURPOSE CTS	GYMNASIUM	TENNIS COURTS	REST ROOMS	GROUP MEETING ROOM	ON-SITE PARKING	OFF-SITE PARKING	NON-POWER BOATING	POWER BOATING	FISHING	HIKING	HORSESHOE COURTS	SHUFFLEBOARDS	SAND VB COURTS
EXISTING - COMMUNITY																									
1	NW	HOLIDAY	5.88	COM	C		●	GP	●						●	●	●	●					*L		●
2	NW	HOSP GROVE	27.55	COM	C		●										●					●			
3	NW	LAGUNA RIVIERA	4.05	COM	C		●	●	●			*L		*L	●			●					●		
4	NW	MAGEE	2.10	COM	C		●	GP							●	●	●	●					●	●	
TOTAL EXIST COMM:			39.58	AC																					
FUTURE - COMMUNITY																									
1	NW	VETERANS MEMORIAL (25 AC CREDIT EA QUAD)	25.00	COM	C	+	+	+	+		+	+		+	+	+	+					+	+		
2	NW	PARKLAND ACQUISITION	**5.20	COM			+	+	+		+	+			+		+	+							
TOTAL FUTURE COMM:			30.20	AC																					

**Part of Pine School acquisition totalling 7.2 acres

TABLE 5
USES IN RECREATION AREAS

LEGEND

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EXISTING - SPECIAL USE

			CLASS			USES																				
			SIZE	CLASSIFICATION	OWNERSHIP	OPEN/ECOL PRESERVE	PASSIVE AREA	PICNIC AREA	PLAY APPRATUS	SWIMMING POOL	TURF MULTI-USE	MULTI PURPOSE CTS	GYMNASIUM	TENNIS COURTS	REST ROOMS	GROUP MEETING ROOM	ON-SITE PARKING	OFF-SITE PARKING	NON-POWER BOATING	POWER BOATING	FISHING	HIKING	HORSESHOE COURTS	SHUFFLEBOARDS	SAND VB COURTS	
1	NW	BUENA VISTA ELEMENTARY SCHOOL	2.30	SUA	SD				●		●	●						●								
2	NW	CANNON	1.70	SUA	L		●	●	●		●	●			●			●								
3	NW	CAR COUNTRY	.88	SUA	C		●	●										●								
4	NW	CARLSBAD HIGH SCHOOL TENNIS COURTS	1.10	SUA	SD									*L	●[1]			●								
5	NW	CHASE FIELD	2.30	SUA	C		●	●			*L				●			●								
6	NW	DUCK FEED AREA	*.66	SUA	L	●	●										●				●	●				
7	NW	HARDING STREET COMMUNITY CENTER	1.00	SUA	C										●	●	●	●						●		
8	NW	JEFFERSON ELEMENTARY SCHOOL PARK	2.60	SUA	SD				●		●	●					●									

*ADDED BY PARKS AND RECREATION COMMISSION ACTION ON JULY 16, 1990

[1] Portables rented by City

TABLE 5
USES IN RECREATION AREAS

LEGEND

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GP = Group Picnic Facility
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			CLASS			USES																				
			SIZE	CLASSIFICATION	OWNERSHIP	OPEN/ECOL PRESERVE	PASSIVE AREA	PICNIC AREA	PLAY APPARATUS	SWIMMING POOL	TURF MULTI-USE	MULTI PURPOSE CTS	GYMNASIUM	TENNIS COURTS	RESTROOMS	GROUP MEETING ROOM	ON-SITE PARKING	OFF-SITE PARKING	NON-POWER BOATING	POWER BOATING	FISHING	HIKING	HORSESHOE COURTS	SHUFFLEBOARDS	SAND VB COURTS
		EXISTING - SUA (CONTINUED)																								
9	NW	KELLY ELEMENTARY SCHOOL PARK	2.80	SUA	SD				●		●	●					●	●							
10	NW	MAGNOLIA ELEMENTARY SCHOOL PARK	4.10	SUA	SD				●		●	●			●[1]		●	●							
11	NW	MAXTON BROWN	.94	SUA	C		●	●										●							
12	NW	OAK	0.40	SUA	C		●	●										●							
13	NW	PINE ELEMENTARY SCHOOL PARK	2.00	SUA	SD				●		*L	●			●+[1]		●	●							
14	NW	PINE SENIOR CENTER	3.13	SUA	C										●	●+	●	●							
15	NW	PIO PICO	0.76	SUA	C		●	●										●				●			
16	NW	ROTARY	.81	SUA	L/ATSF		●	●										●							
17	NW	SWIM COMPLEX	1.80	SUA	C					●					●		●	●							
18	NW	VALLEY JR. HIGH	7.5	SUA	SD				●		●	●		●			●	●							

[1] TOTAL EXIST SUA: 36.78 ACRES

TABLE 5
USES IN RECREATION AREAS

LEGEND

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FACILITY AMENITY

GP = Group Picnic Facility
*L = Lighted

			CLASS			USES																				
			SIZE	CLASSIFICATION	OWNERSHIP	OPEN/ECOL PRESERVE	PASSIVE AREA	PICNIC AREA	PLAY APPARATUS	SWIMMING POOL	TURF MULTI-USE	MULTI PURPOSE CTS	GYMNASIUM	TENNIS COURTS	RESTROOMS	GROUP MEETING ROOM	ON-SITE PARKING	OFF-SITE PARKING	NON-POWER BOATING	POWER BOATING	FISHING	HIKING	HORSESHOE COURTS	SHUFFLEBOARDS	SAND VB COURTS
	FUTURE - SUA																									
1	NW	CANNON LAKE	6.87	SUA	C		+	+	+						+		+	+			+				
2	NW	HOSP GROVE	*5.54	SUA	C		+	+	+								+					+				
3	NW	MAXTON BROWN EXTENSION	*1.15	SUA	C	+	+	+													+	+				
		TOTAL FUTURE SUA:	13.56	ACRES																						
	EXISTING - SRA																									
1	NW	AGUA HEDIONDA LAGOON	254.00	SRA	P	•	•	•							+		+	+	+	+	+	+				
2	NW	BUENA VISTA LAGOON	202.00	SRA	ST	•	•											+			+	+				
3	NW	BEACHES (28.3 AC CREDIT EA. QUAD)	28.30	SRA	ST/P	•	•	•							+		+	+			+	+				+
4	NW	HUB	92.00	SRA	L	•	•	+			+				+		+				+	+				
5	NW	VETERANS MEMORIAL (47 AC CREDIT EA QUAD)	47.00	SRA	C	•	•	+							+		+					+				

TOTAL EXIST SRA: 623.30 ACRES

*ADDED BY PARKS AND RECREATION COMMISSION ACTION ON JULY 16, 1990

TOTAL NON CITY OWNED 25.50 (CUSD = 21.40 AC) (OTHER LEASED AREA 3.17)

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*L = Lighted

			SIZE	CLASSIFICATION	OWNERSHIP	USES																			
						OPEN/ECOL PRESERVE	PASSIVE AREA	PICNIC AREA	PLAY APPRATUS	SWIMMING POOL	TURF MULTI-USE	MULTI PURPOSE CTS	GYMNASIUM	TENNIS COURTS	REST ROOMS	GROUP MEETING ROOM	ON-SITE PARKING	OFF-SITE PARKING	NON-POWER BOATING	POWER BOATING	FISHING	HIKING	HORSESHOE COURTS	SHUFFLEBOARDS	SAND VB COURTS
EXISTING - COMMUNITY																									
1	NE	CALAVERA HILLS	16.16	COM	C		•	•	•		•*L	•*L	•	•*L	•	•	•	•							
		TOTAL EXIST COMM:	16.16	ACRES																					
FUTURE - COMMUNITY																									
1	NE	LARWIN (ZONE 2)	22.20	COM	C		+	+	+		+	+		+	+		+	+				+			
2	NE	VETERANS MEMORIAL (25 AC CREDIT ALL QUAD)	25.00	COM	C	+	+	+	+		+	+		+	+	+	+					+	+		
		TOTAL FUTURE COMM:	47.20	ACRES																					
EXISTING - SUA																									
1	NE	HOPE ELEMENTARY SCHOOL PARK	2.80	SUA	SD						+	+					+	+							
2	NE	SAFETY CENTER BALLFIELD	2.00	SUA	C		+				+				+		+								
		TOTAL EXIST SUA:	4.80	ACRES																					
EXISTING - SRA																									
1	NE	BEACHES (28.3 CREDIT ALL QUAD)	28.30	SRA	ST/P	•	•	•							•		•	•			•	•			+
2	NE	VETERANS MEMORIAL (47 AC CREDIT ALL QUAD)	47.00	SRA	C	+	+	+							+		+					+			
3	NE	LAKE CALAVERA	*252.00	SRA	C	•	•																		
		TOTAL EXIST SRA:	327.30	ACRES																					

*INCLUDED IN THE 1991 REVISION OF THE PARKS AND RECREATION ELEMENT OF THE GENERAL PLAN.

TOTAL NON-CITY OWNED = 2.8 AC.

LEGEND

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			CLASS			USES																				
			SIZE	CLASSIFICATION	OWNERSHIP	OPEN/ECOL PRESERVE	PASSIVE AREA	PICNIC AREA	PLAY APPARATUS	SWIMMING POOL	TURF MULTI-USE	MULTI PURPOSE CTS	GYMNASIUM	TENNIS COURTS	REST ROOMS	GROUP MEETING ROOM	ON-SITE PARKING	OFF-SITE PARKING	NON-POWER BOATING	POWER BOATING	FISHING	HIKING	HORSESHOE COURTS	SHUFFLEBOARDS	SAND VB COURTS
FUTURE - COMMUNITY																										
1	SW	ALTA MIRA (ZONE 20)	42.00	COM	C		+	+	+		+	+	+	+	+	+	+					+			+
2	SW	VETERANS MEMORIAL (25 AC CREDIT EA QUAD)	25.00	COM	C	+	+	+	+		+	+		+	+	+	+					+	+		
3	SW	ZONE 19	24.25	COM	C		+	+	+		+	+		+	+	+	+								
		TOTAL FUTURE COMM:	91.25	ACRES																						
EXISTING - SUA - THERE ARE 0 ACRES EXISTING SUA																										
FUTURE - SUA																										
1	SW	AVIARA OAKS ELEMENTARY SCHOOL SITE	5.00	SUA	SD						+	+					+								
		TOTAL FUTURE SUA:	5.00	ACRES																						
EXISTING - SRA																										
1	SW	BATIQUITOS LAGOON	484.00	SRA	C/ST	•	•															•			
2	SW	BEACHES (28.3 AC. CREDIT EA. QUAD)	28.30	SRA	ST/P	•	•	•							+		•	•			•	•			+
3	SW	VETERANS MEMORIAL (47 AC CREDIT EA QUAD)	47.00	SRA	C	+	+	+							+		+					+			
		TOTAL EXIST SRA:	559.30	ACRES																						

TOTAL NON-CITY OWNED = 6 AC.

TABLE 5
USES IN RECREATION AREAS

LEGEND

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GP = Group Picnic Facility
*L = Lighted

			CLASS			USES																				
			SIZE	CLASSIFICATION	OWNERSHIP	OPEN/ECOL PRESERVE	PASSIVE AREA	PICNIC AREA	PLAY APPARATUS	SWIMMING POOL	TURF MULTI-USE	MULTI PURPOSE CTS	GYMNASIUM	TENNIS COURTS	RESTROOMS	GROUP MEETING ROOM	ON-SITE PARKING	OFF-SITE PARKING	NON-POWER BOATING	POWER BOATING	FISHING	HIKING	HORSESHOE COURTS	SHUFFLEBOARDS	SAND VB COURTS
EXISTING - COMMUNITY																										
1	SE	LA COSTA CANYON	12.34	COM	C		+	GP	+			+		*L	+		+	+				+			+
2	SE	STAGECOACH	28.00	COM	C	+	+	GP	+		*L	*L	+	*L	+	+	+					+			*L
		TOTAL EXIST COMM:	40.34	ACRES																						
FUTURE - COMMUNITY																										
1	SE	ALGA NORTE FUTURE	35.00	COM	C		+	+	+	+	+	+	+	+	+	+	+					+			
2	SE	CARRILLO ACQUISITION	16.40	COM	C		+	+	+						+		+					+			
3	SE	CARRILLO RANCH	10.50	COM	C		+	+	+						+	+	+					+			
4	SE	VETERANS MEMORIAL (25 AC CREDIT ALL QUAD)	25.00	COM	C	+	+	+	+		+	+		+	+	+	+					+	+		
		TOTAL FUTURE COMM	86.90	ACRES																						

26.90 ACRES

NO. 2 AND 3 CONSOLIDATED

TABLE 5
USES IN RECREATION AREAS

LEGEND

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			CLASS			USES																				
			SIZE	CLASSIFICATION	OWNERSHIP	OPEN/ECOL PRESERVE	PASSIVE AREA	PICNIC AREA	PLAY APPARATUS	SWIMMING POOL	TURF MULTI-USE	MULTI PURPOSE CTS	GYMNASIUM	TENNIS COURTS	REST ROOMS	GROUP MEETING ROOM	ON-SITE PARKING	OFF-SITE PARKING	NON-POWER BOATING	POWER BOATING	FISHING	HIKING	HORSESHOE COURTS	SHUFFLEBOARDS	SAND VB COURTS
EXISTING - SUA																										
1	SE	CADENCIA	2.00	SUA	C		•	•	•		•							•								
2	SE	LA COSTA MEADOWS	3.60	SUA	C						•				•		•	•								
3	SE	LA COSTA MEADOWS ELEMENTARY SCHOOL PARK	2.00	SUA	SD				•		•	•					•	•								
4	SE	LA COSTA HEIGHTS ELEMENTARY SCHOOL PARK	5.40	SUA	SD				•		•	•			•	•	•	•								
		TOTAL EXIST SUA	13.00	ACRES																						
EXISTING - SRA																										
1	SE	BEACHES (28.3 AC CREDIT EA. QUAD)	28.30	SRA	ST/P	•	•	•							•		•	•			•	•				•
2	SE	VETERANS MEMORIAL (47 AC CREDIT EA QUAD)	47.00	SRA	C	+	+	+							+		+					+				
		TOTAL EXIST SRA:	75.30	ACRES																						

TOTAL NON-CITY 7.4 AC.

EXISTING - COMMUNITY - THERE ARE 0 ACRES EXISTING COMMUNITY

EXISTING AND FUTURE PARK ACREAGE

QUAD	JUNE 92 EXIST POP	ACRES REQUIRED	ACRES EXIST	+/-	BUILDOUT POP EST	ACRES REQUIRED	ACRES FUTURE	EXG/FUTURE GRAND TOTAL	TOTAL +/-
NW	*(24,578)(C)	61.45	39.58	-21.87	35,625	89.06	30.20	69.78	-19.28
	(SUA)	12.29	36.78	+24.49		17.81	13.56	50.34	+ 32.53
	TOTAL	73.74	76.36	+2.62		106.87	43.76	120.12	+13.25
	SRA	61.45	623.30	+561.85		89.06	.0	623.30	+534.24
NE	*(9,531) (C)	23.83	16.16	-7.67	20,957	52.39	47.20	63.36	+ 10.97
	(SUA)	4.77	4.80	+ .03		10.48	.00	4.80	-5.68
	TOTAL	28.60	20.96	-7.64		62.87	47.20	68.16	+ 5.29
	SRA	23.83	327.30	+303.47		52.39	.0	327.30	+274.91
SW	*(10,050) (C)	25.13	.0	-25.13	29,805	74.51	91.25	91.25	+16.74
	(SUA)	5.03	.0	-5.03		14.90	5.00	5.00	-9.90
	TOTAL	30.16	.0	-30.16		89.41	96.25	96.25	+ 6.84
	SRA	25.13	559.30	+534.17		74.51	.0	559.30	+484.79
SE	*(20,756) (C)	51.89	40.34	-11.55	40,165	100.41	86.93	127.27	+26.86
	(SUA)	10.38	13.00	+ 2.65		20.08	.00	13.00	-7.08
	TOTAL	62.27	53.34	- 8.90		120.49	86.93	140.27	+ 19.78
	SRA	51.89	75.30	+23.41		100.41	.00	75.30	-25.11
TOTAL	64,915 (C)	162.29	96.08	-66.21	126,552	316.37	255.58	351.66	+35.29
	(SUA)	32.46	54.58	+ 22.12		63.27	18.56	73.14	+ 9.87
	TOTAL	194.75	150.66	-44.09		379.64	274.14	424.80	+45.16
	SRA	162.29	1,585.20	+1,422.91		316.38	.00	1,585.20	+1,268.82

*POPULATION FIGURES PROVIDED BY GROWTH MANAGEMENT, INCLUDES DWELLING UNITS THAT HAVE BUILDING PERMITS

C = COMMUNITY
SUA = SPECIAL USE AREA
SRA = SPECIAL RESOURCE AREA

PARK STANDARDS

2.5 AC/1,000	POP. (C)
.5 AC/1,000	POP. (SUA)
2.5 AC/1,000	POP. (SRA)
5.5 AC/1,000	POP. (TOTAL)

Revised 12/93

V. APPENDIX 1 MISCELLANEOUS LANDSCAPE/OPEN SPACE AREAS

Landscaped		Acres	Miles
1.	City Hall/Library (adjoining property)	4.3	
2.	Safety Center	18.0	
3.	Poinsettia Bridge	.5	
4.	Bienvenida Circle	.2	
5.	405 Oak	.1	
6.	Fire Stations (6)	2.5	
7.	R. R. Depot	.3	
8.	Carol Place	.1	
9.	Polly Lane	.1	
10.	Beach Accesses (4)	.5	
11.	P & R Offices/Yard	2.2	
12.	Calavera Treatment Plant	4.0	
13.	Santa Fe Corridors	.2	
14.	Tamarack Crib Wall	.1	
15.	Elm Cribwall & Banks	1.2	
16.	Elm Banks (east of E.C.R.)	2.5	
	Total	**36.7**	

Open Space		
1.	Woodbine Banks	14.0
2.	Spinnaker Hills Entry	10.0
3.	Cadencia (rear lot)	3.0
4.	Levante Canyon	13.0
5.	Hosp Grove	70.0
6.	San Marcos Canyon	20.0
7.	Macario Canyon (Veterans) - maintained/serviced	60.0+
8.	Spinnaker Point	7.0
9.	Community Garden	1.3
	Total	**188.3**

Rights-of-Way		Acres	Miles
1.	Palomar Triangle	3.5	
2.	Las Flores Triangle	.2	
3.	Mountain View Triangle	.1	
4.	Palomar Airport Road (southside improvements)	4.0	
5.	Various undeveloped rights-of-way	110.0	70.0
	Total	**117.8**	**70.0**
Medians			
1.	Redevelopment (State, Grand, Elm, Madison, Roosevelt, Carlsbad Blvd.)	4.5	5.20
2.	Car Country (Paseo del Norte)	.5	.26
3.	Poinsettia	1.9	1.00
4.	Palomar Airport Road	2.3	3.00
5.	College Blvd.	4.0	2.10
6.	El Camino Real	6.0	3.20
7.	Alga Road	3.5	2.10
8.	Melrose	1.0	.52
9.	Rancho Santa Fe	2.0	1.10
10.	Avenida Encinas	.7	.45
11.	Altisma	.3	.70
12.	Carlsbad Blvd.	1.5	4.00
	Total	**28.2**	**23.10**

VI. APPENDIX 2 EXISTING AND FUTURE PARK ACREAGE

QUAD	JUNE 92 EXIST POP	ACRES REQUIRED	ACRES EXIST	+/<->	BUILDOUT POP EST	ACRES REQUIRED	ACRES FUTURE	EXG/FUTURE GRAND TOTAL	TOTAL +/<->
NW	*(24,578)(C)	61.45	39.58	<21.87>	35,625	89.06	30.20	69.78	<19.28>
	(SUA)	12.29	36.78	+ 24.49		17.81	13.56	50.34	+ 32.53
	TOTAL	73.74	76.36	+2.62		106.87	43.76	120.12	+13.25
	SRA	61.45	623.30	+561.85		89.06	.0	623.30	+534.24
NE	*(9,531) (C)	23.83	16.16	<7.67>	20,957	52.39	47.20	63.36	+ 10.97
	(SUA)	4.77	4.80	<+.03>		10.48	.00	4.80	<5.68>
	TOTAL	28.60	20.96	<7.64>		62.87	47.20	68.16	+ 5.29
	SRA	23.83	327.30	+303.47		52.39	.0	327.30	+274.91
SW	*(10,050) (C)	25.13	.0	<25.13>	29,805	74.51	91.25	91.25	+16.74
	(SUA)	5.03	.0	< 5.03>		14.90	6.00	6.00	<8.90>
	TOTAL	30.16	.0	<30.16>		89.41	97.25	97.25	+ 7.84
	SRA	25.13	559.30	+534.17		74.51	.0	559.30	+484.79
SE	*(20,756) (C)	51.89	40.34	<11.55>	40,165	100.41	79.03	119.37	+18.96
	(SUA)	10.38	13.00	+ 2.65		20.08	.00	13.00	< 7.08>
	TOTAL	62.27	53.34	< 8.90)		120.49	79.03	132.37	+ 11.88
	SRA	51.89	75.30	+23.41		100.41	.00	75.30	<25.11>
TOTAL	64,915 (C)	162.29	96.08	<66.21>	126,552	316.37	247.68	343.76	+ 27.39
	(SUA)	32.46	54.58	+ 22.12		63.27	19.56	74.14	+ 10.87
	TOTAL	194.75	150.66	<44.09>		379.64	267.24	417.90	+38.26
	SRA	162.29	1,585.20	+1,422.91		316.38	.00	1,585.20	+1,268.82

*POPULATION FIGURES PROVIDED BY GROWTH MANAGEMENT, INCLUDES DWELLING UNITS THAT HAVE BUILDING PERMITS

C = COMMUNITY
SUA = SPECIAL USE AREA
SRA = SPECIAL RESOURCE AREA

PARK STANDARDS

2.5 AC/1,000 POP. (C)
.5 AC/1,000 POP. (SUA)
2.5 AC/1,000 POP. (SRA)
5.5 AC/1,000 POP. (TOTAL)

Revised 1/93

VII. GLOSSARY

CONTEMPORARY PARK AND RECREATIONAL CONCEPTS

Current park development applications which provide for the popular recreational activities utilized by community residents.

COUNCIL POLICY STATEMENT #28

An established City Council Policy Statement for the use of community centers and other park and recreation facilities and to set priorities, regulations and fees for such use.

DEVELOPABLE PARKLAND

Acreage considered to be buildable, typically with slopes of less than 10% and located in other than an area on which building is excluded because of flooding, easements, environmental, or other constraints.

"GRANDFATHERED" PARK AREAS

Park areas currently listed within the park inventory, and by today's standards, may not meet the definition of the category to which they are assigned. Typically, these sites were once classified as neighborhood parks and are currently classified as community parks due to the elimination of the neighborhood park classification. Essentially, these sites are applicable to the current definitions except for the acreage requirement of 20-50 acres.

INDUSTRIAL PARK MITIGATION FEE

A development fee assessed on the square footage construction of industrial buildings within Zones 5, 13 and 16 to pay for the development of recreational facilities to meet non-residential demand created by the influx of the industrial base population.

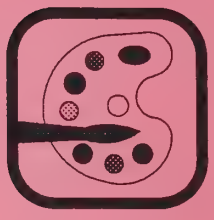
PARK PERFORMANCE STANDARD (3 ACRES/1,000 POPULATION)

Under the conditions of the Growth Management Program, there are certain public facilities that need to be planned for and supplied within a certain period of time after initial development. There are "quality of life" services that need to be planned for in advance of development but may be provided over time (parks, libraries, administrative facilities). The adequacy standard for parks will vary

depending upon population created by new development (initial occupancy). The standard is considered a "timing" standard. The park facility must be scheduled, the funding committed, and the construction guaranteed within five years after initial development in the area (Local Facilities Management Plan Zones relative to the park quadrant in which the zones are located). This means that development in the zone or park district/ quadrant would be conditioned upon the facility (park site) meeting the standard and scheduled to be constructed as part of an adopted capital program.

P R I V A T I Z A T I O N

The attainment by local government of private development investment, operation, and/or maintenance of recreation facilities within areas of public ownership.



Arts Element

Heritage Hall was built in 1926 to house the congregation of St. Patrick's Church at the southeast corner of Harding Street and Oak Avenue. In 1952 the church was moved across the street where it became the City's first administrative offices. Over the next few years it served as home to the City Manager, City Council, Police Department and Fire Department, and as a County branch library. As new City offices were constructed and City departments moved out, use of the building changed from that of City Hall, to the City library, to the children's library, to a studio for the North County Ballet. Finally, in 1979 the sturdy little structure was slated for demolition to make way for a parking lot; however, it was rescued from demolition by a coalition consisting of Friends of the Library, the Carlsbad Historical Society and volunteer building tradesmen who arranged for it to be moved to Magee Historical Park. With only minor repairs, the old church once again became a public meeting place.

Note: Information derived in part from SEEKERS OF THE SPRING, by Marjorie Howard-Jones.

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I. INTRODUCTION

A. BACKGROUND AND INTENT

The Arts Element of the General Plan recognizes that an aesthetic environment is an essential characteristic of a community which values its quality of life and wishes to be seen by its citizens, neighbors and visitors as an attractive and desirable place, addressing the needs of the human spirit. Factors which are important to the achievement of an aesthetic environment for the City of Carlsbad include the ready availability within the City of visual and performing arts and an esteem for aesthetics in all of the City's land forms, landscaping and architecture.

B. STATE LAW

While the Arts Element is not one of the seven mandated elements, Section 65303 of the California Government Code (Planning and Zoning Law) indicates that the General Plan may include any other elements which the community feels relate to the physical development of the City.

C. RELATIONSHIP TO OTHER ELEMENTS

By recognizing the importance of encouraging an artistic environment, the Arts Element supports one of the overriding goals of the Land Use Element which is to have a balanced community where a full range of physical, social and economic opportunities exist for the residents of the community. The Arts Element also correlates with the Historic Preservation Element which recognizes the aesthetic value of historic buildings and the Scenic Roadways Element which promotes visual quality along certain designated, highly-travelled roads. Finally, the Arts Element relates to the Parks and Recreation Element in that all new parks include a public art component and address community needs for arts programming.

II. GOALS, OBJECTIVES AND IMPLEMENTING POLICIES AND ACTION PROGRAMS

A. GOAL

A city strongly reflecting the arts in its total environment with land and facilities permanently dedicated to performing and visual arts, together with an abundant range of on-going and special arts programs involving as many regular and visiting members of the community as possible, as active participants, audiences, and patrons.

B. OBJECTIVES

B.1 To provide one or more permanent facilities for exhibition, performance, rehearsal, discussion, or teaching of visual and performing arts and cultural endeavors.

B.2 To provide works of art in public places.

B.3 To have a city of residents and visitors practicing, participating in, attending, and observing artistic and cultural activities.

B.4 To develop, modify, and improve, with a consideration for aesthetic issues (in addition to engineering, safety, cost, and other issues), city land forms, landscaping and architecture.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Designate a site (or sites) for the eventual development of a permanent facility (or facilities) for exhibition, performance, rehearsal, discussion or

teaching of visual and performing arts and cultural endeavors.

C.2 Proceed to build or cooperate with private foundations, improvement districts, other governmental agencies or citizen groups to build a permanent facility or facilities for the creation, exhibition, discussion or teaching of visual and performing arts and cultural endeavors.

C.3 Provide, whenever possible, interim spaces within other facilities to offer arts programming.

C.4 Provide, when possible, for the siting, selection, installation and maintenance of works of art within or upon public facilities and land.

C.5 Encourage private businesses to install permanent and temporary works of art in their public places.

C.6 Promote cooperative arrangements with other public or private agencies which facilitates the temporary or permanent display of works of art for display within or upon public or private facilities and land.

C.7 Encourage individuals and organizations that provide experiences in the arts for citizens.

C.8 Provide direction and support for continued development and presentation of a variety of arts in the City.

C.9 Generate a wide range of programs that develop the skills of the participants at all levels of creative expression.

C.10 Encourage residents to take advantage of the arts programming offered by agencies and institutions in the community.

C.11 Provide financial assistance whenever feasible to groups or individuals who provide public arts programming to the residents.

C.12 Promote school and community cooperation in the programming of artistic and cultural events and opportunities.

C.13 Encourage cooperation and communication in areas of mutual benefit and corresponding programs between the City and local, regional, state, and federal government agencies.

C.14 Consider aesthetics in reviewing the design of public and private development proposals.

C.15 Actively seek and give preference to firms experienced in integrating aesthetics with functional design, who will include an artist on the design team, when contracting for professional services to assist with the planning and construction of public works.

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